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NARRATIVE INFORMATION SHEET

1. Applicant Identification:
Norwalk Redevelopment Agency
3 Belden Avenue
Norwalk, CT 06850
2. Funding Requested:
 - a. Grant Type: Single Site Cleanup
 - b. Federal Funds Requested:
 - I. \$500,000
 - II. Not requesting a cost share waiver
3. Location
 - a. City of Norwalk
 - b. Fairfield County
 - c. State of Connecticut
4. Property Information
SoNo Train Station
30 Monroe Street
Norwalk, CT 06854
5. Contacts
 - a. Project Director:
Jonathan Hopkins
(203) 854-7810 ext.46787
jhopkins@norwalkct.org
3 Belden Avenue
Norwalk, CT 06850
 - b. Chief Executive:
Mayor Harry Rilling
(203) 854-3200
hrilling@norwalkct.org
125 East Avenue
Norwalk, CT 06851
6. Population: 88,816 (2019)

7. Other Factors Checklist:

Other Factors	Page #
Community population is 10,000 or less.	N/A
The applicant is, or will assist, a federally recognized Indian tribe or United States Territory	N/A
The proposed brownfield site(s) is impacted by mine-scarred land.	N/A
Secured firm leveraging commitment ties directly to the project and will facilitate completion of the project/reuse; secured resource is identified in the Narrative and substantiated in the attached documentation.	2, 3
The proposed site(s) is adjacent to a body of water (i.e., the border of the proposed site(s) is contiguous or partially contiguous to the body of water, or would be contiguous or partially contiguous with a body of water but for a street, road, or other public thoroughfare separating them).	N/A
The proposed site(s) is in a federally designated flood plain.	N/A
The reuse of the proposed cleanup site(s) will facilitate renewable energy from wind, solar, or geothermal energy; or will incorporate energy efficiency measures.	2

8. Letter from the State: See attached

October 8, 2020

Mr. Jonathan Hopkins
Director of Program Development
Norwalk Redevelopment Agency
3 Belden Avenue
Norwalk, CT 06850

Re: State Acknowledgement Letter for EPA Brownfields Cleanup Grant for FY 21

Dear Mr. Hopkins:

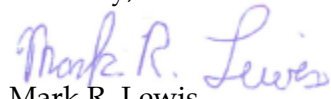
The Connecticut Department of Energy and Environmental Protection (DEEP) acknowledges that the City of Norwalk intends apply to the US Environmental Protection Agency (EPA) for a Brownfields Cleanup Grant for Federal Fiscal Year 2021. The City of Norwalk plans to use the grant funding to remediate a property located at 30 Monroe Street in Norwalk, CT contaminated with hazardous substances.

Cleanup work funded by an EPA grant must be performed in one of Connecticut's formal remediation programs, including among others the Voluntary Remediation Program pursuant to CGS § 22a-133x, the Property Transfer Program, (if applicable) pursuant to CGS §22a-134, the Urban Sites Remedial Action Program pursuant to CGS §22a-133m, or the Brownfields Remediation and Revitalization Program pursuant to CGS §32-769.

You may want to refer to DEEP's PREPARED Municipal Workbook. This on- line guidebook is designed to help municipalities navigate the complex process of remediating and redeveloping brownfields. The Workbook is available on DEEP's web site at <https://portal.ct.gov/DEEP/Remediation--Site-Clean-Up/Brownfields/PREPARED-Municipal-Workbook-Main-Page>.

If you have any questions about this letter, please contact me at (860) 424-3768 or by e-mail at mark.lewis@ct.gov. Good luck with your application.

Sincerely,



Mark R. Lewis
Brownfields Coordinator
Office of Constituent Affairs & Land Management

c: Ms. Dorrie Paar, EPA (via e- mail)
Mr. Stephen Ivan, City of Norwalk (via e- mail)

I. PROJECT AREA DESCRIPTION & PLANS FOR REVITALIZATION

A. Target Area & Brownfields

i. Background & Description of Target Area – Norwalk (population 88,816) is a seaport community on the Long Island Sound that is easily accessible via Interstate 95 (I-95), Amtrak and Metro-North commuter rail. The distressed South Norwalk (SoNo) neighborhood along the city's working waterfront struggles with a manufacturing history that dates to the colonial period. SoNo was once considered a prime spot for industry, which thrived for generations. Hats, clothing and other products were manufactured in this working-class neighborhood until the 1970s. When the factories closed, years of disinvestment in SoNo hid a legacy of soil and groundwater contamination.

One of SoNo's major industries was hat manufacturing. Until the mid-20th century, hat making involved processes with chemicals including mercury. As Lewis Carroll's "Mad Hatter" in *Alice's Adventures in Wonderland* demonstrates, these practices caused serious health impacts. As the furs of animals were separated from their skins, a solution containing mercuric nitrate was used as a smoothing agent. The phrase "mad as a hatter" is associated with felt hat workers, and the symptoms of exposure include cognitive and memory loss, mental instability, speech problems, and ataxia. Connecticut outlawed the use of mercury in hat making in the 1940s. However, mercury remains in the soil where factories once stood.

The low-income SoNo neighborhood (Census Tract 441 and Opportunity Zone ID #09001044100) is the key revitalization Target Area. SoNo, a state designated Environmental Justice (EJ) community with a long history of brownfields, is an emerging neighborhood for young families. The cost of living is less expensive due to older housing stock as well as the area's industrial fabric which is woven throughout the community. The Target Area currently hosts multiple gas stations, body shops, dry cleaners, metal finishing companies, marinas, and fuel yards. As such, it presents a risk to a growing population of residents vulnerable to hazardous substances and petroleum, including pregnant women and children. Redevelopment efforts in SoNo seek to reduce real health and public welfare concerns.

The SoNo Train Station serves 1.7 million transit riders annually, is located adjacent to densely populated residential neighborhoods in the Target Area of SoNo, is less than 1/10th of a mile from two (2) elementary schools, and is less than ¼ mile from Ryan Park, the sole recreational space in SoNo. SoNo Train Station serves passengers along the Metro-North line, one of the busiest passenger railroads in North America (more than 86 million riders in 2017). Norwalk seeks EPA Brownfields resources to cleanup and redevelop a portion of the contaminated SoNo Train Station property to support transit-oriented development. A commuter parking garage and transit-oriented mixed-use development are planned reuses of the Site. Growth surrounding the SoNo Train Station will be incentivized with federal tax incentives, derived through the area's Opportunity Zone (O.Z.) designation in 2018.

ii. Description of the Brownfield Site – Norwalk seeks to clean up a portion of the SoNo Train Station, located at 30 Monroe Street, which is currently used as a parking lot. The Site consists of an irregularly-shaped parcel totaling 3.03 acres of land. Norwalk acquired the property from the Penn Central Railroad in 1971. Historical uses of the property raise the potential for on-site contamination. Former railroad operations have included the handling and potential disposal, dumping, or releases of petroleum, solvents, coal, ash, and other potentially hazardous materials. Sanborn Fire Insurance Maps indicate that the site may have included hat manufacturing. Filling activities are suspected to have occurred on-site many decades ago. The location is listed by the Connecticut Department of Energy and Environmental Protection (CTDEEP) as a hazardous waste release site. Chemicals of concern associated with historic site operations include heavy metals (lead, arsenic, chromium, cadmium, mercury, etc.), petroleum hydrocarbons, volatile organic compounds (VOCs) and polynuclear aromatic hydrocarbons (PAHs).

The topography of the site is generally level. The property sits at approximately 20 feet above mean sea level. The nearest surface body of water is Norwalk Harbor, located 2,000 feet east. The site was historically developed with manufacturing facilities, including the South Norwalk Electric Works Facility. The target property is also surrounded by nearby brownfields: 1) A parcel to the north had been used as a staging area for

rail cars. Incinerator ash was remediated when the site was redeveloped into a Norwalk Police Department facility. 2) To the east, the vacant textile manufacturer Corday Tie sits. Manufacturing operations likely included use and storage of petroleum, inks/dyes, solvents, and other textile-related chemicals. 3) Land abutting the site to the southwest hosted a former hat manufacturer. Another adjoining southwest lot was previously a dry cleaner. Typical constituents related to these activities include various metals, chlorinated solvent compounds and petroleum hydrocarbons.

Residential properties also surround the SoNo Train Station. As such, SoNo brownfields pose serious health, welfare, and environmental risks. Phase I and II assessments conducted at the Site indicate the presence of metals, petroleum hydrocarbons, PAHs and VOCs, including chlorinated solvents such as tetrachloroethylene (PCE) and trichloroethylene (TCE). Seven (7) total remedial areas were identified on the property. More than 1,700 tons of impacted material were excavated and disposed of from three (3) of these remedial areas in 2013. However, additional funding is needed to complete the cleanup at the four (4) remaining areas.

B. Revitalization of Target Area

i. Reuse Strategy & Alignment with Revitalization Plans – The planned reuse of the site includes transit oriented mixed-use development and construction of a parking garage to serve one of the busiest passenger railroads in North America, which will help Norwalk meet the community’s goals of growing mixed-use development and encouraging public transit use. In 2016, the Norwalk Common Council adopted the *South Norwalk Transit-Oriented Development Redevelopment Plan*. The goal of this plan is to encourage private investment in underused land and buildings, and support the development of a compact, socioeconomically-diverse neighborhood within easy walking distance of the SoNo Train Station. The area designated for transit-oriented development is a patchwork of buildings and relatively small parcels. Current uses include surface parking lots, deteriorated buildings and industrial facilities. A major focus of the *South Norwalk Transit-Oriented Redevelopment Plan* is the preservation of existing affordable housing and the historic character of the area. Norwalk seeks to protect residents from displacement due to gentrification. Reclamation of brownfields in SoNo will help expand housing choice and reduce the cost of living for low-income residents. Cleanup also aligns with the *Washington Village/South Norwalk Choice Neighborhoods Transformation Plan*. The planning effort brought residents, social services, city agencies, and community organizations together, and linked affordable housing with quality education, public transportation, good jobs, and safe streets. Brownfield investment in the SoNo Train Station complements this renewal effort and is in conformance with all local, regional, and state plans.

ii. Outcomes & Benefits of Reuse Strategy – EPA resources will support Norwalk’s efforts to revitalize the distressed SoNo neighborhood, improve property values, invigorate the local economy, provide long-term employment opportunities, remove human health and environmental hazards, and help spur economic growth within Opportunity Zone ID# 441. The area is prime for transit-oriented development. Brownfields investment that enables Norwalk to implement its *South Norwalk Transit-Oriented Redevelopment Plan* is expected to leverage 595 new market rate and affordable housing units, 37,557 square feet of retail space and approximately \$24 million in City property taxes over a 30-year period. Of that projected development, 488 residential units have been built and leased. 276 residential units are under construction and include 3,870 sf retail space. 129 residential units are in permit and include 11,000 sf office and 5,800 sf retail. New housing and economic development opportunities will primarily benefit the area’s low-income residents. New jobs will provide employment in people’s backyards. Brownfields reclamation supports the creation of “inviting and active open space” that will provide young families with recreational opportunities. Smart growth will reduce transportation costs and enhance livability. Development projects in SoNo must adhere to the Agency’s *Sustainable Design Guidelines*, which promote “energy-efficient and sustainable building design.”

C. Strategy for Leveraging Resources

i. Resources Needed for Site Reuse – Norwalk has extensive experience leveraging federal dollars with additional public and private resources. *The City has already secured other funding resources to support the SoNo revitalization strategy*, including a \$30 million HUD Choice Neighborhoods Implementation grant to

rebuild Washington Village into a \$108 million, LEED-ND mixed-use development with 136 high-quality public housing units, 68 affordable workforce units and 68 market-rate units. \$2 million in Federal Highway Administration grants to improve signalization in the corridor and \$640,000 in federal Transportation Alternatives pass-through funding from the Connecticut Department of Transportation (ConnDOT) for Complete Streets and streetscaping. Additionally, the City and State have invested \$9 million in road and sustainability improvements throughout the area and \$2 million from a Connecticut Office of Brownfield Remediation and Development grant to remediate and improve recreational opportunities in nearby Ryan Park. These public funds have leveraged an additional \$350 million of private investment into the neighborhood.

The following additional resources may be leveraged by EPA Brownfields cleanup dollars for redevelopment:

Source	Purpose	Amount	Status
Private Mixed-Use Redevelopment Project	Redevelop the site for housing	\$50M	Under negotiation
Local City and Agency funds	Planning Study for SoNo Station TOD	\$149,950	Underway
Connecticut Office of Brownfield Remediation and Development, Brownfields Grant	In the event additional remediation funding is needed to complete project	TBD	To be pursued, if applicable
ConnDOT, Transportation Alternative Grant	Funding to realign rail tracks at SoNo Train Station	\$2-4M	To be pursued at applicable time
U.S. Department of Transportation (DOT), BUILD Grant	Funding to realign rail tracks at SoNo Train Station	\$10M	Pending

The Opportunity Zone designation of Census Tract 441 provides an additional tool to attract private sector interest. The City is actively reaching out to landowners, developers, tax experts, wealth advisors, and fund managers to promote the tax benefits, as well as market Norwalk properties.

ii. Use of Existing Infrastructure – The municipal burden to maintain underused infrastructure in the urban core increases as new development moves to Norwalk’s fringe. Revitalization of SoNo takes advantage of the use of existing infrastructure in the area that has the capacity to handle this expansion. The area is fully served by roads, water, sewer, electricity, gas, parks, and other public utilities (including high speed internet). The Target Area is also home to the eastbound SoNo Passenger Train Station, which was built in 1920 and served approximately 1.7 million commuter rail riders annually as of 2019. Brownfields cleanup would support proposed transit-oriented development in SoNo. The City of Norwalk has already invested in SoNo’s infrastructure, including sidewalks and crosswalks. HUD Community Development Block Grant dollars have helped create a more sustainable community, with infrastructure investments that raised the elevation of streets and infrastructure by 2-6 feet above the 500-year floodplain to alleviate flooding, along with a smart growth design as complete streets. EPA Brownfields investment will also make Norwalk more competitive for other funds. The City is currently seeking resources to realign rail tracks at the SoNo Train Station, including DOT BUILD dollars.

II. COMMUNITY NEED & COMMUNITY ENGAGEMENT

A. Community Need

i. Community’s Need for Funding – Norwalk is not able to complete cleanup of the site without EPA assistance. The Norwalk Redevelopment Agency has an annual budget of \$1.6 million, which primarily supports payroll and operating expenses. Norwalk has been forced to spend its limited resources recovering from damages sustained in several nationally declared disasters in recent years, including Hurricane Irene (2011) and Hurricane Sandy (2012) and Hurricane Isaias (2020). Between August 4 and October 10, 2020, the Norwalk Department of Public Works spent \$652,000 cleaning up from Hurricane Isaias, which included hauling 2,620 tons of debris off-site. Due to the COVID-19 health crisis, the City of Norwalk lost approximately \$2 million in foregone revenue from fees, and had to spend an estimated additional \$4 million in pandemic related response actions, including \$2.5 million for technology for schoolchildren, \$1 million for public facilities cleaning and social distancing preparation, and \$0.5 million for police overtime. In fiscal year 2019-2020, more than 90% of the housing units in the SoNo floodplain were adversely impacted. In addition, public property and infrastructure losses in the area totaled more than \$2.3 million. While Norwalk was able to clean up a portion of the SoNo Train Station Site in 2013, it has been unable to complete remedial activities

due to competing priorities for the City's limited funds. EPA funding will enable Norwalk to finish the project and move forward with the proposed transit-oriented redevelopment and reuse.

ii. Threats to Sensitive Populations

1. Health or Welfare of Sensitive Populations – The SoNo Train Station poses serious health and welfare concerns. Assessments conducted at the Site have revealed hazardous materials comingled with petroleum contamination, including heavy metals (mercury, lead, arsenic, chromium, cadmium), PAHs, and VOCs (including PCE and TCE). EPA has designated some of these substances as priority pollutants. As such, they are highly carcinogenic, mutagenic and teratogenic. This grant will allow the City to identify and address these threats and reduce environmental exposures to the sensitive populations in the Target Area.

The existence of harmful contaminants present significant risks to SoNo's vulnerable populations, including minorities; pregnant women; children; low-income; and low educational attainment populations. Residents are exposed to contaminants daily via ingestion, inhalation, and/or dermal contact with contaminated soils and/or groundwater. As discussed, exposure to mercury can impair neurological development, as well as damage the gastrointestinal tract, nervous system and kidneys. High prenatal exposure to PAHs is associated with lower IQ, *childhood asthma* and other adverse birth outcomes. EPA has named TCE as "*carcinogenic to humans* and as a human non-cancer health hazard." Sensitive populations and those with certain diseases (*e.g.*, diabetes) or lifestyle factors (*e.g.*, alcohol consumption) are more at risk to TCE exposure. Lead interferes with a variety of body processes and is toxic to many organs and tissues. Low levels of lead in the blood of children can result in permanent damage to the brain and nervous system, leading to behavior and learning problems, lower IQs, slowed growth, and anemia. Pregnant women are also highly vulnerable to lead exposure, which *can result in serious effects on the pregnancy and the developing fetus*.

Furthermore, brownfields contribute to negative psychological impacts for residents in SoNo. Contaminated sites cut people off from downtown and disconnect neighborhoods. Blight, such as vacancy, facilitate criminal activity. In the recent past, the Federal Bureau of Investigation was called into SoNo to help the City address rising gun violence. EPA funding will initiate the process to clean up these contaminants and reduce exposure threats to sensitive populations, improve health conditions, and the overall welfare of the Target Community.

2. Greater than Normal Incidence of Disease & Adverse Health Conditions – Exposure to hazardous substances is likely a contributor to poor health outcomes. The Connecticut Tumor Registry shows higher cancer rates in Fairfield County (520.6 per 100,000), where the Target Area is located, than across the state (509.4 per 100,000). CDC 500 Cities Projects provides data that indicates high concentrations of *asthma* and incidences of childhood lead poisoning cases. Exposure to heavy metals, including lead and mercury, can cause immune, cardiovascular, developmental, gastrointestinal, neurological, reproductive, respiratory, and kidney damage, as well as *cancer*. Residents are acutely aware of these dangers posed by such contaminants such as lead and mercury (two common contaminants in the Target Area due to former manufacturing and hat-making industries) in the soils and groundwater of SoNo. Norwalk ranks fifth in the state for active lead poisoning cases, according to the Connecticut Department of Public Health. Lead concerns intensified following national attention on the health crisis in Flint, Michigan. In 2016, the City Health Department identified 66 Norwalk children with high lead exposure. Cleanup along this contaminated corridor will help to mitigate these risks.

3. Disproportionately Impacted Populations – SoNo has historically consisted of a mix of industry and residences in working-class neighborhoods. Much of the Norwalk's manufacturing base was once located in SoNo. The Target Area currently hosts multiple gas stations, body shops, dry cleaners, metal finishing companies, marinas, and fuel yards. SoNo is one of several state designated EJ communities within the City of Norwalk. Brownfields have unquestionably impacted the economy of SoNo. Contaminated sites depress area property values and reduce the City's tax base. The unattractiveness of these properties contributes to blight and incidents of crime. Brownfields discourage businesses from locating SoNo, thereby costing distressed neighborhoods job opportunities that would otherwise exist if not for the expensive environmental clean-up costs of brownfields. By some measures, community disinvestment in SoNo has intensified over time. According to the U.S. Census Bureau's 2012-2017 American Community Survey, *poverty rates are more than*

two times higher in SoNo than across the City (18.9% compared to 9.2%), and *household median income is approximately 20% less in the Target Area Census Tract / O.Z. #441* (\$68,571) compared to Norwalk as a whole (\$81,546). As such, a greater percentage of SoNo residents rely upon Food Stamp and Supplemental Nutrition Assistance Program benefits (16.3% compared to 8.0%). More than 15% of SoNo households do not own a vehicle. Exactly 15.0% of the adults in SoNo have no high school diploma. SoNo is a majority-minority community, with 66.1% non-white residents. Revitalization efforts in SoNo will create tremendous economic benefits. For years, businesses have bypassed SoNo for other areas of Southwestern Connecticut. Cleanup of the SoNo Train Station is critical to creating a vibrant, mixed-use community. Outcomes of successful transit-oriented development will include new jobs for Target Area residents. Remediating contaminants in this low-income neighborhood will limit exposure to hazardous substances, particularly for children and pregnant women, thereby reducing cancer and other health risks. Brownfields cleanup will also remove blight and crime and will increase community pride as well as the local tax base.

iii. Community Engagement

i. Project Involvement and ii. Project Roles – A Community Engagement Team (CET) will be formed to share information and gather community input. This team will organize and host a series of 3 meetings during the project timeframe. Local outreach activities will focus on Target Area SoNo residents, particularly sensitive populations. The purpose of this engagement is to share information, collect feedback, and describe next steps. Input will also be gathered to shape the cleanup and reuse of the Site.

Name or organization / entity / group	Point of Contact (name, email & phone)	Specific involvement in the Project or assistance provided
SoNo Task Force - <i>Comprised of residents, business owners, and other stakeholders</i>	Bill Collins (203-846-1109) 9collins@optonline.net	Steering Committee, conduct outreach & educate community, engage residents in cleanup & reuse planning & support econ. dev.
SoNo Alliance - <i>Neighborhood association</i>	Rebecca Prosper rprosper@norwalkct.org 203 854 3002	Steering Committee, conduct outreach and encourage residents/ businesses to participate in cleanup and reuse planning process of project
Greater Norwalk Chamber of Commerce - <i>Business association</i>	Brian Griffin (203-866-2521) bgriffin@norwalkchamberofcommerce.com	Steering Committee, conduct outreach and encourage businesses to participate in the project, and support economic development
Housing Authority of the City of Norwalk - <i>Assists lower-income population find local housing</i>	Adam Bovilsky (203-838- 8471) abovilsky@norwalkha.org	Help conduct community outreach, and help engage residents of South Norwalk in the cleanup and reuse planning process.
Norwalk Health Department - <i>Local health department</i>	Deanna D'Amore (203-854-7776) ddamore@norwalkct.org	Provide health-related technical assistance and help conduct community outreach

iii. Incorporating Community Input – Norwalk recognizes the role of community engagement in project success. Representatives from Project Partner organizations will be invited to participate on the CET and Steering Committee. Staff will meet regularly with these groups (at least quarterly) either in person or virtually, according to relevant CDC guidelines. Partners will also help engage residents and businesses. Personnel from the Norwalk Health Department will share information with residents on the safety of remediated brownfields. Engagement activities will occur according to relevant guidelines regarding social distancing, mask-wearing, and virtually through social media, and webpage and email updates, as needed. Information will be shared and feedback gathered through conference calls and virtual public meetings to minimize participants' exposure to Covid-19 and held at convenient times. Traditional mass media, including the local newspaper, TV and/or area radio, will be used to disseminate information. Project updates will be provided at scheduled meetings, including Common Council sessions. Web sites and social media will describe brownfields efforts, provide links to recordings of virtual meetings, and promote engagement and feedback opportunities. Norwalk will also communicate through email, newsletter, and/or flyer mailings and other communication tools. All written outreach materials will be made available in English and Spanish. The proposed outreach tools are appropriate for the community, as Norwalk has used these communications methods with previous success.

III. TASK DESCRIPTIONS, COST ESTIMATES & MEASURING PROGRESS

A. Proposed Cleanup Plan – Based upon the results of a previous Phase II assessment, the site is not suitable for reuse without cleanup. As described in the attached Analysis of Brownfields Cleanup Alternatives (ABCA), three remediation approaches were considered:

- Alternative #1: No action. This alternative is not effective in controlling or preventing the exposure of potential receptors to contamination at the site.
- Alternative #2: Capping is an effective way to prevent potential receptors that could come into direct contact with contaminated soils on the subject property, if the cap is maintained. Alternative #2 involves removal of pavement and excavation to a depth of 27 inches. The site would then be restored with 24 inches of clean backfill material and paved with a minimum of 3 inches of asphalt. This alternative requires filing an Environmental Land Usage Restriction (ELUR) with the Connecticut Department of Energy and Environmental Protection to restrict future site use to industrial/commercial purposes. The approximate cost of Alternative #2 ranges from \$371,000 - \$474,000.
- Alternative #3: Excavation with off-site disposal of impacted soil followed by backfilling excavations with clean materials is an effective way to eliminate risk for all potential receptors, while still allowing access to the subsurface for future development, as contamination will be removed and the exposure pathways, including the potential for vapor intrusion, will no longer exist. Alternative #3 also meets the remedial goals established for the site and an ELUR would not be required. The approximate cost of Alternative #3 ranges from \$547,000 to \$687,000.

The City cannot accept Alternative #1 as it does not address the identified risks. Alternative #2 will not achieve the remedial goals established for the site if chemicals are left on-site at concentrations that exceed residential criteria. Alternative #3 is the preferred and most cost-effective approach for removing risk. Norwalk will enroll the property in Connecticut's Voluntary Cleanup Program. The City will contract with environmental professionals to comply with and submit all required state and federal documentation. A professional engineer will develop and review necessary design and institutional control plans, as needed.

B. Description of Tasks/Activities and Outputs

i. Project Implementation, ii. Anticipated Project Schedule, iii. Task/Activity Lead and iv. Outputs

EPA funding will enable Norwalk to build on past successes and cleanup the contaminated SoNo Train Station. The project will engage community residents, finalize the ABCA, and excavate and dispose of contaminated soils. This work is critical to achieving transit-oriented development in Norwalk. Norwalk will ensure timely implementation of key activities by: Procuring Contractors: Environmental contractors will be competitively procured through a Request for Proposals (RFP) process, to support community engagement, finalize cleanup plans and remediate the Site. Robust Monitoring and Reporting: Norwalk will establish specific benchmarks, evaluate ongoing progress and keep EPA abreast of all project developments. Strong State and EPA Coordination: The City will enroll its site into Connecticut's Voluntary Cleanup Program. EPA Region 1 and the State will be invited to review plans.

Task / Activity	TASK #1
i. Proj. Implementation	COOPERATIVE AGREEMENT OVERSIGHT
Discussion of EPA-funded activities	Management & execution of cooperative agreement oversight activities including but are not limited to: EPA Reporting (ACRES, MBE/WBE, FFR and Quarterly Reports, Close Out); procurement & management of a qualified environmental professional (QEP); maintaining financial records & completing drawdowns; maintaining project files & administrative record; project coordination with stakeholders; quarterly Steering Committee meetings, and ensuring the program remains on schedule and budget. Travel & attendance at National Brownfields Conference.
Non- EPA grant resources needed to carry out task / activity, if applicable	The City will provide in-kind services in the form of staff time for cooperative agreement oversight activities (\$50/hour for 50 hours). The City will provide additional in-kind services in the form of staff time, as needed, beyond those that have been budgeted for as part of this task to manage the grant.

ii. Anticipated Project Schedule	General C.A. Oversight activities will occur over the lifetime of the grant. The City will competitively procure a QEP by 12/31/21. Kick off program January 2022. Quarterly Reports will be submitted within 30 days after the end of each reporting period (Jan / April / July / Oct). Annual FFR and M/W/DBE reports will be submitted by October 30 of each grant year. ACRES will be updated when cleanup activities are started/completed, when new information becomes available & any other major milestones. Quarterly Steering Committee meetings. Final Closeout report will be submitted within 90 days after cooperative agreement period of performance ends.
iii. Task / Activity Lead(s)	The City will lead this task in coordination with and assistance by their partner, the QEP, who will provide technical expertise and provide programmatic assistance, including preparing QRs, ACRES, etc.
iv. Output(s)	EPA Reporting (ACRES, 3 annual FFR & M/W/DBE reports, 12 Quarterly Reports, Closeout Report, etc.), prepare request for qualifications and procure QEP, grant drawdown requests, 12 Steering Committee Meetings, attendance at National Brownfields Conference.
Task / Activity	TASK #2
i. Proj Implementation	COMMUNITY OUTREACH & INVOLVEMENT
Discussion of EPA-funded activities for the priority sites	A key project component is continued community engagement, commencing in the second quarter of the project. A total of 3 public meetings will be conducted throughout the project period to share information, collect feedback and describe next steps. The City will establish and maintain an information repository for the site at the City's library and will designate a Community Relations Spokesperson. The City and CET will conduct extensive outreach and communication with Target Area residents and community stakeholders prior to undertaking the cleanup efforts and following the successful completion of remediation. The QEP will prepare a draft Community Relations Plan (CRP). The CRP will outline the steps to provide reasonable notice of proposed cleanup activities, opportunity for public involvement, response to comments, and other records that are available to the public. The draft CRP and an updated ABCA will be presented to the public a community meeting for review and comment over a 30-day comment period
Non- EPA grant resources needed to carry out task / activity, if applicable	The City will provide in-kind services in the form of staff time for community outreach activities (\$50/hour for 50 hours). The City will provide additional in-kind services in the form of materials/supplies (stationary / postage and mailings / etc.), as well as additional staff hours, as needed, beyond those that have been budgeted for as part of this task. The City will use the Agency for Toxic Substances and Disease Registry (ATSDR) Brownfields/Land Revitalization Action Model to foster dialogue among the diverse members of the community
Anticipated Project Schedule	Community Outreach and Involvement activities are expected to commence in the Winter of 2022 with the generation of CRP and occur over the lifetime of the grant. The City anticipates completing three (3) public meetings: 1) Pre-Cleanup (Post-CRP / Updated ABCA) ~Spring 2022; 2) Mid-Cleanup to discuss project status and solicit feedback from the community regarding proposed redevelopment ~Fall/Winter 2022; 3) and Post-Cleanup ~Spring/Summer 2023).
Task / Activity Lead(s)	The City will lead community engagement activities. The City will be supported by the CET and Norwalk Redevelopment Agency's Neighborhood Improvement Coordinator, David Shockley. In addition, the QEP will be the City's partner and will support the City by providing technical expertise and other community outreach assistance.
iv. Output(s)	Three (3) public meetings to share information, collect feedback and describe next steps; Community Relations Plan (CRP) outreach and presentation materials, public notification advertisement and other media updates, establish administrative record.
Task / Activity	TASK #3
i. Proj Implementation	SITE SPECIFIC CLEANUP ACTIVITIES
Discussion of EPA-funded activities for the priority sites	Cleanup activities to be conducted at the Site include the excavation and off-site disposal of 1,400 tons of impacted soils. This approach has an estimated cost of approximately \$547,000. Major expenses include transportation and disposal of regulated soils, as well as backfill, dust & erosion controls/air monitoring and temporary fencing to secure site access.

	These activities will be conducted by qualified environmental cleanup contractor competitively procured by the City and overseen by the City's QEP. The site-specific cleanup activities are anticipated to be conducted over months 6 – 24 of the grant period, including generation of cleanup planning documents such as ABCA/Remedial Action Plan (RAP), Health & Safety Plan (HASP), Quality Assurance Project Plan (QAPP), response to public comments, generation of bids and specifications, procuring a remediation contractor, conducting remediation activities, confirmation sampling activities, and soil management and Disposal related activities and documentation.
Non-EPA grant resources needed to carry out task / activity, if applicable	The Agency/City's cost share of \$85,000 in cash contributions will support additional remediation contractor and/or QEP services, including but not limited to the generation of a final as-built survey (\$20,000) and post-remediation groundwater monitoring well installation and sampling activities (\$75,000). The City will provide additional in-kind services in the form of staff time, as needed, beyond those that have been budgeted for as part of this task to manage the cleanup process.
Anticipated Project Schedule	The site-specific cleanup activities are anticipated to be conducted over the months 6 – 24 (Winter/Spring 2022 – Fall 2023) of the grant period
iii. Task / Activity Lead(s)	The QEP will lead the generation of cleanup planning documents. Remediation will be carried out by a licensed, environmental contractor under the oversight of the QEP, so the QEP can ensure that cleanup meets applicable state standards and complies with EPA requirements. City personnel will review planning documents for accuracy/completeness and provide oversight of the QEP's activities.
Output(s)	Updated ABCA/RAP, QAPP, bid specifications, HASP, 1,400 tons of contaminated soil removed and properly disposed of, and three (3) acres ready for reuse on a remediated site that no longer poses a threat to the community.
Task / Activity	TASK #4
i. Proj Implementation	OVERSEE SITE CLEANUP
Discussion of EPA-funded activities for the priority sites	The QEP will work with the City to enter the Site into the CTDEEP Voluntary Cleanup Program (VCP) and prepare the required CTDEEP reports, as applicable, for the project. During the course of remedial activities, the QEP will perform oversight activities to ensure all remedial actions are completed in accordance with the EPA approved ABCA / RAP and meet applicable state standards and will document all activities in a Cleanup Completion and Closure Report.
Non- EPA grant resources needed to carry out task / activity, if applicable	The City will provide in-kind services in the form of staff time to oversee site cleanup activities (\$50/hour for 50 hours). If necessary, the City will provide in-kind services in the form of staff time for additional hours beyond those that have been budgeted for as part of this task.
ii. Anticipated Project Schedule	Commence Summer 2023 and complete by end of grant performance period. The city is confident all work can be completed within 3 years.
iii. Task / Activity Lead(s)	The QEP will lead these tasks to ensure all remedial actions are completed in accordance with the EPA approved ABCA / RAP and meet applicable standards and to be able to document activities in a Cleanup Completion and Closure Report. The City will oversee the QEP's activities and will review cleanup completion documents for accuracy/completeness. The City will enroll the Site into CT VCP with assistance from the QEP.
iv. Output(s)	Cleanup Completion & Closure Report, CTDEEP reports, as applicable, and letter of cleanup completion from Connecticut Office of Brownfield Remediation and Development

C. Cost Estimates

Norwalk seeks \$500,000 of Hazardous Substances federal funding. The budget was developed with input from environmental contractors and based upon past brownfields experience with similar projects: **Task 1:** Personnel = \$5,000 (100hrs x \$50/hr – includes fringe); Brownfield Conference – 1 attendee (travel, lodging, per diem) = \$2,000; Contractual = 12 QRs (@ \$125 ea. = \$1,500) per plus general Programmatic Oversight Assistance (45 hours x \$100/hour = \$4,500) = \$6,000. **Task 2:** Personnel time = \$5,000 (100hrs x \$50/hr); Contractual = \$5,000 [(\$1,000/mtg x 3 public meetings) + \$2000/CRP]; **Task 3:** Contractual: \$452,000 [QEP = \$75,000 (750hrs @ \$100/hr average) + Remediation Contractor \$377,000 (\$157,375 in remediation

contractor costs plus soil transportation and disposal costs (\$140,000 for 1,400 tons of soil at \$100/ton); backfill (\$23,375 for 935 tons at \$25/cy); dust and erosion controls / air monitoring (\$46,250); and temporary site fencing (\$10,000)]. **Task 4:** Personnel = \$5,000 (100 hrs x \$50/hr); Contractual = Cleanup/Completion Reports = \$20,000.

Budget Categories	Project Tasks				TOTAL
	1.Cooperative Agreement Oversight	2.Community Outreach & Engagement	3.Site-Specific Cleanup Activities	4.Oversee Site Cleanup	
Personnel	\$5,000	\$5,000	\$0	\$5,000	\$15,000
Travel	\$2,000	\$0	\$0	\$0	\$2,000
Equipment	\$0	\$0	\$0	\$0	\$0
Supplies	\$0	\$0	\$0	\$0	\$0
Contractual	\$6,000	\$5,000	\$452,000	\$20,000	\$483,000
Other	\$0	\$0	\$0		\$0
Total Direct Costs	\$13,000	\$10,000	\$452,000	\$25,000	\$500,000
Indirect Costs	\$0	\$0	\$0	\$0	\$0
Total Federal Funding	\$13,000	\$10,000	\$452,000	\$25,000	\$500,000
Cost Share	\$7,500	\$7,500	\$85,000	\$0	\$100,000
Total Budget	\$20,500	\$17,500	\$537,000	\$25,000	\$600,000

Cost Share – The Norwalk Redevelopment Agency and City of Norwalk will provide \$85,000 in cash match contributions to support cleanup activities through additionally needed QEP and environmental contractor services, including but not limited to, the generation of a final as-built survey (\$20,000) and post-remediation groundwater monitoring activities, including re-establishing the groundwater monitoring network (\$75,000), plus \$15,000 (\$50/hr x 300 hrs) in in-kind staff time split evenly to administer cooperative agreement oversight and community involvement activities, for a total of \$100,000 in cost share / match.

D. Measuring Environmental Results – Norwalk will systematically track and measure progress. Quarterly reports and internal project management software will be used to help ensure that cleanup activities are moving along, and that project outputs and outcomes are being achieved. The project manager will be responsible for this performance measurement. Data will be regularly entered into ACRES. An established work plan, to be approved by EPA, will guide project results. The project manager will evaluate progress based upon milestones identified in the work plan. This will provide safeguards that grant funds are expended in a timely and efficient manner. This process has been followed in the past and has been both successful and effective. If the project is not on schedule, the reasons will be documented in the quarterly report and a corrective action plan will be implemented to get on track again.

IV. PROGRAMMATIC CAPABILITY & PAST PERFORMANCE

A. Programmatic Capability

i. Organizational Structure and ii. Description of Key Staff – Norwalk has a long track record of successfully managing community projects. Key to this effort is the development of a detailed work plan with clear milestones and responsibilities. This will be developed at an initial meeting, including participation from the Redevelopment Agency’s Executive Director and other key staff. Mark Lewis, Connecticut’s Brownfields Coordinator, and other key state officials will be invited to participate. The meeting will identify goals and strategies, and responsibilities within the work plan will be delineated. Performance measures will be established in order to track progress. To ensure that the project is on schedule, status updates will be incorporated into the City’s existing reporting structure. The City has the staff expertise necessary to manage the project. ***EPA project management duties will be assigned to Jonathan Hopkins, the Norwalk Redevelopment Agency’s Director of Program Development.*** His areas of expertise include planning and design. Jonathan joined the Redevelopment Agency in 2020 after working in a municipal planning department

and a private architectural services practice for a total of seven years. He will serve as a liaison between EPA Region 1 and Norwalk, and will be responsible for ensuring compliance with the administrative and reporting requirements of the cooperative agreement. Jonathan will lead all of the community engagement activities associated with the grant and will be responsible for hiring and managing paid QEP and environmental contractors.

Jonathan will be supported by a qualified team of interdepartmental staff. Executive Director **Brian Bidolli** has over a decade of experience managing redevelopment initiatives, including Brownfields funding during his time as Planning Director of the Greater Bridgeport Regional Planning Agency. **David Shockley** has been the Norwalk Redevelopment Agency's Neighborhood Improvement Coordinator since 2007. He will support community outreach activities for the project. **Eugenia Lupinski** serves as the Norwalk Redevelopment Agency's Comptroller and has worked for the Agency since 2005. Eugenia's responsibilities include financial accounting and budgeting. **Mario Coppola** is Norwalk's Corporation Counsel. Mario will address any liability concerns. **A Steering Committee will also be formed, including representatives from the Project Partners.** It will meet regularly (initially and at least quarterly thereafter) to direct the project and assure that it will be completed with the 3-year timeframe.

iii. Acquiring Additional Resources – Norwalk will hire a QEP and qualified contractors to complete cleanup plans and conduct remedial actions at the 4-remaining remedial sites at the SoNo Train Station. These services will be solicited using competitive procurement practices and in accordance with all federal and state requirements. The City's established procedures include seeking statements of qualifications and price. Professionals with previous EPA Brownfields experience will be encouraged to compete. The Connecticut Office of Brownfield Remediation and Development will provide technical assistance, share best practices and review cleanup plans. The City will enroll the site into Connecticut's Voluntary Remediation Program. The Norwalk Health Department will provide risk communication assistance. In addition, Norwalk will coordinate with the New Jersey Institute of Technology (EPA Region 1's Technical Assistance to Brownfields provider).

B. Past Performance & Accomplishments

i. Currently Has or Previously Received EPA Brownfields Grants

1. Accomplishments – Norwalk's 2006 EPA Assessment funding was critical in establishing the City's brownfields program. The grant supported the development of an inventory that identified 261 brownfield sites. Assessments were conducted at 8 sites. This funding was able to leverage an additional \$300,000 from the state to remediate a surface parking lot to the east of the SoNo Train Station. Remediation efforts were completed in 2013. The City is considering conveying these sites to a private developer to support the SoNo Train Station. The 2014 Assessment grant (which closed on September 30, 2019) helped Norwalk build on its brownfields success. Project outputs included: public outreach materials, 2 public meetings, 7 Phase I assessments, 5 QAPPs, 2 Phase II assessments, 1 Phase III assessment, 1 cleanup/reuse plan, and a completed project which resulted in an EPA Success Story for Ryan Park. The City's brownfields inventory was also updated and prioritized within each targeted redevelopment district. The grant helped the City leverage over \$71 million in additional cleanup and redevelopment funding from private, state and/or federal partners. The outcomes of this work have included affordable housing, public recreational space, new jobs, increased tax revenues, and higher property values. ACRES is up to date.

2. Compliance with Grant Requirements – Norwalk has previously managed EPA funds. Work plans and schedules were developed and followed for 2006 and 2014, and proposed outputs and outcomes were achieved. Grant terms and conditions were satisfied, including the timely filing of quarterly reports, financial status reports, and the closeout report. All 2006 grant funds were expended on time and only \$9,085.04 of 2014 petroleum resources had to be returned due to an administrative error. The employee responsible for the error has retired from the Norwalk Redevelopment Agency and all financial matters were resolved by the City prior to grant closeout. Under Brian Bidolli, who became the Executive Director of the Norwalk Redevelopment Agency in December 2019, several new hires were brought in, including Director of Program Development Jonathan Hopkins to provide successful project management experience.

Leveraging Commitments

1. Norwalk Redevelopment Agency leverages resources & cost share letter
2. News article documenting \$30 million HUD Choice Neighborhoods Implementation Grant in South Norwalk
3. News article documenting \$19.2 million in bank financing for Washington Village
4. News article documenting \$2 million Connecticut Department of Energy and Environmental Protection grant for cleanup of Ryan Park in South Norwalk

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FY21 EPA BROWNFIELDS CLEANUP GRANT APPLICATION Leveraged Funding and Cost Share Letter

October 23, 2019

David Lloyd
Director
Office of Brownfields Cleanup and Land Revitalization
U.S. Environmental Protection Agency

Jim Byrne
Brownfields Coordinator
U.S. Environmental Protection Agency Region 1

Dear Mr. Lloyd and Mr. Byrne:

On behalf of the Norwalk Redevelopment Agency, I am pleased to submit the enclosed application to the U.S. Environmental Protection Agency (EPA) for a \$500,000 hazardous substances Brownfields Cleanup grant for the remediation of the SoNo Train Station (30 Monroe Street) in South Norwalk. Norwalk is underway with a major revitalization of its South Norwalk neighborhood.

Leveraged Funding

One of the ongoing efforts the City and Agency are involved in is a planning study for the SoNo Train Station area. The cleanup grant, if awarded, would unlock the transit-oriented, economic, and community development potential of the station site. The planning study will help to envision how the site can be redeveloped to its highest and best use. Without the cleanup grant, the site may remain a surface parking lot. The Norwalk Redevelopment Agency has approved utilization \$149,950 of local dollars to carry out the SoNo Station TOD planning study.

Cost Share

If the application is accepted and the grant is awarded, the Norwalk Redevelopment Agency will provide \$85,000 in cash match to support cleanup activities (through an environmental contractor) and \$15,000 for in-kind staff time to administer project management, community engagement, and brownfields cleanup efforts.

Please let me know if you need any further information. I thank you for your consideration.

Sincerely,



Brian Bidolli
Executive Director

THE HOUR<https://www.thehour.com/news/article/Washington-Village-rebuild-employs-new-approach-10688137.php>

Washington Village rebuild employs new approach to public housing

By Robert Koch Updated 6:35 pm EST, Friday, December 2, 2016



IMAGE 1 OF 3

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The Washington Village Housing Complex on Monday November 28, 2016 in Norwalk Conn.

NORWALK — When work starts on the first phase of the Washington Village Transformation Plan this month, it will also be a groundbreaking for a new concept in public housing being tested nationwide.

Washington Village was built in the early 1940s as public housing. The transformation plan will revamp it into a mixed-income complex that goes beyond bricks and mortar and provide residents with job training and other services.

“All of the things that we’ve learned in the many decades since Washington Village was built, the things that we’ve learned that actually take what would just be housing and turn it into a springboard for economic opportunity, for jobs, for health, for interaction

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'Comprehensive approach'

A **\$30 million** grant through the U.S. Department of **Housing and Urban Development's** Choice Neighborhoods Program is fueling the larger project. In 2010, the federal government replaced its HOPE VI neighborhood revitalization program with Choice Neighborhoods.

HUD describes Choice Neighborhoods as a "comprehensive approach to neighborhood transformation" that engages local leaders, residents and other stakeholders to rebuild distressed public-housing with more than just bricks and mortar. Its goals are to build high-quality, mixed-income housing, provide children and families with educational and other services, and to spur public and private investment.

State Rep. Bruce **V. Morris**, D-Norwalk, described the concept as better than the model under which Washington Village was built.

"You think about it back in the 40s and 50s and 60s, it was really about a matter of just taking a lot of people in poverty and placing them in dense areas together," Morris said. "However, this is a different model. ... Everyone knows inclusionary zoning is one of the best things you can do for dealing with the achievement gap."

Of the 80 new apartments planned for 13 and 20 Day Street, 40 will be public housing, 18 will be moderate-income and 22 will be market rate. The larger Washington Village Transformation Plan will replace 136 public-housing units with a new 273-unit development. Half of the new units will be reserved for public housing.

Under the Choice Neighborhoods program, communities compete for planning gra

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Boston takes lead

Norwalk is among a dozen communities nationwide to have received Choice Neighborhoods implementation grants between 2010 and 2013, according to HUD.

The city of Boston was among the first communities to receive a Choice Neighborhoods implementation grant. It was awarded a \$20.5 million grant — leveraging \$43.3 million in other funding — to implement the Quincy Corridor Transformation Plan. The money has helped redevelop the HUD-assisted Woodledge/Morrant Bay complex.

“To date, we have completed the housing component, which consisted of the \$53 million Choice-funded redevelopment of the severely distressed 129 unit scattered-site Woodledge/Morrant Bay development into the 129-unit Quincy Height development,” said **Lisa Mansdorf Pollack**, director of media and public relations of the **Department of Neighborhood Development** in Boston.

Rhonda Siciliano, public affairs officer for HUD’s New England Region office in Boston, said the transformation is already visible in the larger neighborhood through, among other things, the conversion of an old meat factory into a kitchen space.

“They redid the building and turned it into a kitchen incubator space,” Siciliano said. “It provides jobs for the people living in the neighborhood so it's been very successful.”

The Washington Village Transformation Plan is a collaboration of numerous entities, including the Norwalk Housing Authority, Connecticut Department of Housing, **Norwalk Redevelopment Agency**, **Norwalk Community College** and Trinity Financial. The Boston-based company will manage the complex once it is complete.

Partnership in Norwalk

"Today marks a new beginning for the residents of South Norwalk," said Trinity

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like Ryan Park.

Part of the \$30 million implementation grant will go to revamp Ryan Park, a two-acre city-owned park adjacent to Washington Village.

Norwalk Fair Housing Office Margaret K. Suib, who has pressed for affordable housing and not separating such housing from the rest of the community, is taking a wait-and-see approach on how Washington Village residents emerge from the transformation plan.

"I'm happy to say that it's a one-for-one replacement requirement by HUD so we're not losing any brick-and-mortar public housing," Suib said. "My concern is since there's one management company for the three different kinds of units that the rules and regulations not be different for the different income people."

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H E A R S T

Bank extends **\$19m** in financing for South Norwalk project

By Alexander Soule Updated 12:15 pm EST, Wednesday, February 22, 2017



An artist rendering from 2013 of the proposed Washington Village housing project in Norwalk, Conn.

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TD Bank extended a \$19.2 million construction loan to **Trinity Financial** supporting the Washington Village development in Norwalk.

The existing Washington Village complex was damaged in flooding produced by the 2012 storm Sandy, with the new development to include nearly 275 apartments in South Norwalk. To prevent future storm damage, construction will be coordinated with public infrastructure improvements throughout Norwalk to raise the elevation grade of nearby streets by about three feet.

TD Bank has its southwestern Connecticut offices in Wilton. Alongside its investment, the city of Norwalk is financing the Washington Village project with a \$30 million grant

from the U.S. Department of [Housing and Urban Development](#), under HUD's Choice X

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H E A R S T

NANCY ON NORWALK

DECD grants Norwalk \$2 million to clean up Ryan Park

By
Nancy Chapman

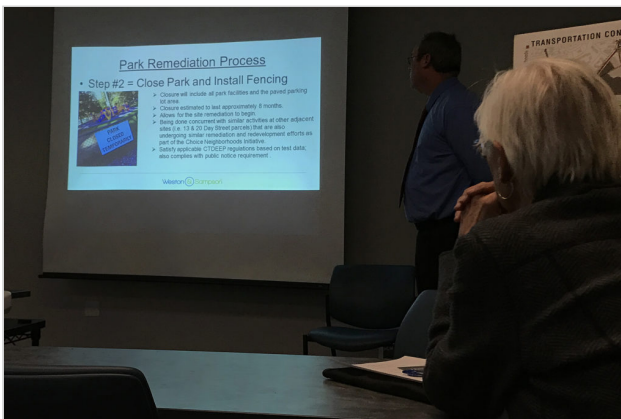
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The Ryan Park plan is explained in December at the Choice Neighborhood Initiative office on Water Street.

NORWALK, Conn. – The state is awarding Norwalk a \$2 million grant to deal with contamination in Ryan Park.

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Malloy's office said.

The 2.2 acre Ryan Park was closed in December when an **environmental study being conducted by Weston & Sampson** came back with more intense contamination than was expected.

The report of PCBs was a preliminary result of the Phase III remediation process, Jeffery Wilson of Weston & Sampson said, promising a full report in January.

The deadline has been extended, Norwalk Redevelopment Agency Senior Project Manager Susan Sweitzer said Tuesday.

"There was an extension of soil and groundwater testing. The Remediation Plan is just being finalized as we speak. I intend to bring it back for public review. I don't have a final estimate for the remediation until the Remediation Plan is accepted and approved by DEEP, but the \$2M award is based on the initial cost estimates of last Fall," she said in an email.

Almost everyone in Norwalk's state delegation released statements Tuesday praising the award of \$2 million in state grant money.

"South Norwalk has a long history of landfill practices and industrial uses that have left a residue of contaminants evidenced in soil and groundwater testing at this site," State Senate Majority Leader Bob Duff (D-25) said in a press release. "This funding will make the Ryan Park safe for our children's health and serve as a

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districts is paramount for economic development,” State Rep. Bruce Morris (D-140) said in the release. “I want to thank the Governor and DECD (Department of Economic and Community Development) for this funding. We will continue to work to remediate brownfields in Norwalk supporting the overall continued growth in health in the city.”

“The cleanup of the contamination of this park is essential if the planned renovations are to proceed,” State Rep. Terri Wood (R-141) said in a different release.

“Norwalk is an exceptional place to live and raise a family, and this grant will help us make it that much better,” State Rep. Fred Wilms (R-142) said in the release. “This park is a focal point of the community and I am pleased to see that we are making progress with its renovations.”

“This redevelopment project is good news for Norwalk,” State Rep. Gail Lavielle (R-143) said in the release. “Local officials have worked hard to make South Norwalk attractive for businesses and new residents, and revitalizing Ryan Park allows the area to continue its resurgence. I am sure the Norwalk Redevelopment Agency will make the most of this grant in a way that improves the lives everyone who lives and works there.”

The South Norwalk park, at the intersection of Raymond and Day Street, behind the South Norwalk Community

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\$5.6 million is being awarded for the remediation and redevelopment of five properties, totaling 32 acres, the governor's press release said. An additional \$1.3 million is being awarded for assessments that will be completed toward the future revitalization of eight properties, covering a total of 392 acres.

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Required Attachments

Threshold Criteria	pp. 27-30
Analysis of Brownfields Cleanup Alternatives	pp. 31-39
Community Notification Documentation	pp. 40-42
Documentation of Applicant Eligibility	p. 43
Site Ownership Information	pp. 44-49

Threshold Criteria

Norwalk Redevelopment Agency, Connecticut

1) APPLICANT ELIGIBILITY

The Norwalk Redevelopment Agency is a department within the City of Norwalk, an eligible entity as a general purpose unit of local government.

2) PREVIOUSLY AWARDED CLEANUP GRANTS

The SoNo Train Station (30 Monroe Street) has not received funding from a previously award U.S. Environmental Protection Agency (EPA) Brownfields Cleanup Grant.

3) SITE OWNERSHIP

Norwalk acquired fee simple title to the SoNo Train Station from the Penn Central Railroad at 30 Monroe Street in 1971.

4) BASIC SITE INFORMATION

- a. Name of Site: SoNo Train Station
- b. Address of Site: 30 Monroe Street, Norwalk, CT 06854
- c. Current Owner of Site: City of Norwalk

5) STATUS OF HISTORY OF CONTAMINATION AT THE SITE

- a. Contamination: Co-mingled Hazardous Substances and Petroleum (predominantly Hazardous Substances)
- b. Operational History and Current Use: The Site (parcel 2-55-28-0) is currently used as a parking lot at the South Norwalk Train Station with a platform with access to eastbound trains. The Site consists of an irregularly-shaped parcel totaling 3.03 acres of land. The Site is improved with a single-story 5,565 square foot train station building and covered platform. The remaining portions of the Site exist as paved parking areas and driveways. The Site is located east/southeast of the Metropolitan Transportation Authority (MTA) Metro-North rail.

The site was historically developed with manufacturing facilities, including the South Norwalk Electric Works Facility. The property was later developed into the Norwalk & South Norwalk rail station serving first the New York, New Haven and Hartford Railroad and later the Penn Central Railroad. Historical activities at the Site raise the potential for on-Site contamination. Sanborn Fire Insurance Maps indicate that portions of the Site may have included hat manufacturing. Inorganic chemicals of concern associated with historic Site operations include lead, arsenic, chromium, cadmium, mercury, and other metals. Organic chemicals of concern include petroleum hydrocarbons, volatile organic compounds (VOCs), and polynuclear aromatic hydrocarbons (PAHs).

Historical maps also indicate the presence of a former pond that was filled circa 1889. In addition, historical maps indicate the presence of residential structures on the south of the property. These properties were demolished and there is potential for cellars of these structures to have also been filled. Historic fill materials may have been impacted with lead, arsenic, mercury, petroleum hydrocarbons, or PAHs.

Norwalk purchased the property from the Penn Central Railroad in 1971. The current SoNo Train Station was built in 1994 on the westbound side of the tracks. It operates as one of the busiest commuter rail centers in the United States. The portion of the 30 Monroe Street property that Norwalk is seeking cleanup grant funding for has been utilized as a paved parking area while in City ownership. Norwalk is eligible for EPA funds because this 3.03-acre section is subject to historic contamination. It is separated from the active train station and rail lines. All disposal of hazardous substances and petroleum at the site occurred before the City took ownership of the property. Norwalk has not been responsible for any further release of contaminants at 30 Monroe Street.

- c. Environmental Concerns: Phase I and II assessments have been conducted at 30 Monroe Street. Contaminants of concern include mercury, lead, arsenic, chromium, cadmium, petroleum hydrocarbons, and volatile organic compounds (VOCs) including chlorinated solvents such as tetrachloroethylene (PCE), trichloroethylene (TCE) and polynuclear aromatic hydrocarbons (PAHs).
- d. How Site Became Contaminated: A variety of industrial activities are suspected to have occurred on and adjacent to the property over the last 100 years, including hat-making and textile manufacturing. Historical filling activities are also suspected to have occurred on-site many decades ago. The location is listed as a hazardous waste site for the handling, disposal, dumping, and/or releases of petroleum, solvents, coal, ash, and other hazardous materials. All disposal of hazardous substances and petroleum at the site occurred before the City took ownership of the property. Norwalk has not been responsible for any further release of contaminants at 30 Monroe Street.

6) BROWNFIELDS SITE DEFINITION

The SoNo Train Station property is:

- NOT listed or proposed for listing on the National Priorities List;
- NOT subject to unilateral administrative orders, court orders, administrative orders on consent, or judicial consent decrees issued to or entered into by parties under CERCLA; and
- NOT subject to the jurisdiction, custody, or control of the United States government.

7) ENVIRONMENTAL ASSESSMENT REQUIRED FOR CLEANUP GRANT PROPOSALS

A Phase II environmental assessment report was completed by VHB in November 2008. This assessment consisted of 11 soil borings and the construction of 3 permanent groundwater monitoring wells. A subsequent Targeted Brownfields Assessment (TBA) was completed by Advanced Environmental Solutions in December 2009. The investigation consisted of 29 soil borings and the construction of 7 groundwater monitoring wells. The purpose of the TBA was to more completely delineate the horizontal and vertical extent of the release areas identified in the Phase II assessment.

Seven total areas requiring remediation have been identified on the property. More than 1,700 tons of impacted soils were excavated and disposed of from three of those remedial areas in 2013. However, additional funding is needed in order to complete the cleanup at the four remaining areas.

8) ENFORCEMENT OR OTHER ACTIONS

Not applicable. There are no ongoing or anticipated enforcement or other legal actions related to the SoNo Train Station site.

9) SITES REQUIRING A PROPERTY-SPECIFIC DETERMINATION

Not applicable. The SoNo Train Station does not meet any of the criteria of special classes that require a “Property-Specific Determination” from EPA to be eligible for grant funding.

10) THRESHOLD CRITERIA RELATED TO CERCLA/PETROLEUM LIABILITY

The SoNo Train Station is co-mingled with hazardous substances and petroleum contaminants, with hazardous substances as the predominant contaminant.

a. Property Ownership Eligibility – Hazardous Substance Sites

ii. Exceptions to Meeting the Requirements for Asserting an Affirmative Defense to CERCLA Liability

1. Publicly Owned Brownfields Acquired Prior to January 11, 2002

Norwalk is NOT potentially liable for contamination at the site under CERCLA §107 because it did not cause or contribute to contamination. All disposal of hazardous substances and petroleum at the site occurred before the City took ownership of the property. Norwalk has not been responsible for any further release of contaminants at 30 Monroe Street while the property has been in City ownership. Furthermore, no disposal of hazardous substances at the site or transported hazardous substances to the site have occurred.

Due to the purchase date of March 23, 1971, no environmental assessments were conducted prior to acquisition. The sale was a quitclaim that was likely part of the Penn Central Railroad's reorganization out of bankruptcy. All former landowners, including the Penn Central Railroad, are now defunct.

11) CLEANUP AUTHORITY AND OVERSIGHT STRUCTURE

- a. Based upon the results of a previous Phase II assessment, the SoNo Train Station property is not suitable for future residential, commercial or industrial purposes without remediation of soil. Excavation with off-site disposal of impacted soil followed by backfilling excavations with clean materials is an effective way to eliminate risk at the subject property for all potential receptors, while still allowing access to the subsurface for future development, as contamination will be removed and the exposure pathways will no longer exist. This alternative also meets the remedial goals established for the site.

Norwalk will enroll the property into the Connecticut Voluntary Cleanup Program. A qualified environmental professional (QEP) will oversee the cleanup. These services will be solicited using standard procurement practices and in accordance with all federal and state requirements. The City's established procedures include seeking statements of qualifications and price. Professionals with previous EPA Brownfields experience will be encouraged to compete. This technical expertise will be in place prior to beginning any cleanup activities. The contractor will comply with and submit all required state documentation. A QEP/professional engineer will also develop and review any necessary design and institutional control plans, as needed.

- b. Norwalk has complete access the SoNo Train Station property and does not expect to need access to adjacent or neighboring properties. However, if additional access is necessary from neighboring properties for remedial activities, sampling or monitoring the potential off-site migration of contamination, the City will coordinate with adjoining property owners and negotiate access agreements.

12) COMMUNITY NOTIFICATION

Norwalk discussed cleanup of the SoNo Train Station property at a community meeting held on October 22, 2020. Legal notice was provided to the community on October 9, 2020, through the City's web site. Online notice is typical in Norwalk for public meetings. Residents had the opportunity to review the draft Application and draft Analysis of Brownfield Cleanup Alternatives (ABCA).

Attached to the proposal are:

- A copy of the draft ABCA;
- A copy of the ad notifying the public and soliciting comments;
- Meeting minutes, including comments from the public and the City's responses;
- A summary of the public meeting; and
- An attendance list

The October 22 meeting attracted no participants from the general public. As such, Norwalk received no comments.

13) STATUTORY COST SHARE

The Norwalk Redevelopment Agency will provide a total of \$100,000 in match, including \$85,000 in cash match to support cleanup activities (through an environmental contractor) and \$15,000 in in-kind staff time to administer project management, community engagement and brownfields cleanup efforts. Cash match will be provided through City general funds. See attached commitment letter.

**Analysis of Brownfields Cleanup Alternatives
South Norwalk Train Station
30 Monroe Street
Norwalk, Connecticut**

I. Introduction & Background

This Analysis of Brownfields Cleanup Alternatives (ABCA) has been prepared to evaluate cleanup alternatives for 30 Monroe Street in Norwalk, Connecticut (the Site). The ABCA is a condition of the City of Norwalk's application for a Brownfields Cleanup Grant provided by the United States Environmental Protection Agency (EPA). The cleanup will be performed by the City of Norwalk (the City) to make the property ready for sale and redevelopment as part of the City's Transit-Oriented Development program.

The Site is subject to the Connecticut Department of Energy and Environmental Protection (CT DEEP) Remediation Standard Regulation (RSRs) of the Regulations of Connecticut State Agencies (RCSA) Section 22a-133k-1 through -3, inclusive. Groundwater at the Site is classified as GB, and only the Surface Water Protection Criteria (SWPC) applies to groundwater analytical results at the Site. The GB pollutant mobility criteria (GB PMC) will apply to the leachability of chemicals from soil. The property is currently developed for Industrial/Commercial uses and the Industrial/Commercial Direct Exposure Criteria (I/C DEC) could be compared to soil analytical results. However, use of the I/C DEC would require that an Environmental Land Use Restriction (ELUR) be applied for following remediation. To avoid the requirement for an ELUR, remediation could be performed to achieve compliance with the Residential Direct Exposure Criteria (Res DEC).

1. Site Location

The Site, owned by the City of Norwalk (parcel 2-55-28-0), is currently used as a parking lot at the South Norwalk Train Station with a platform with access to eastbound trains. The Site consists of an irregularly-shaped parcel totaling 3.03 acres of land. The Site is improved with a single-story 5,565 square foot train station building and covered platform. The remaining portions of the Site exist as paved parking areas and driveways.

The Site is located east/southeast of the Metropolitan Transportation Authority (MTA) Metro-North rail line. Access to the Site is available from Monroe Street, which forms the northern boundary, and Henry Street, which forms the southern boundary. Industrial/Commercial properties are located to the east of the Site.

2. Forecasted Climate Conditions

EPA requires that the ABCA consider potential impacts due to climate concerns. Specifically this discussion addresses observed and forecasted climate change conditions for the area of the project and associated site specific risk factors. Norwalk, Connecticut is located on Long Island Sound and additional portions of the City are located along tidal estuaries, including the Norwalk River. The Site is located approximately 2,000 feet west from Norwalk Harbor and elevated relative to the harbor.

The northeastern United States, including Norwalk, experiences warm and often humid summers and cold winters. Rainfall can be severe with summer thunderstorms common and severe weather resulting from regional nor'easter anticyclone storms and/or hurricanes. Winter

conditions can also be severe with ice storms and heavy snow common. Snowfalls of 2-3 feet in one event are not uncommon. The Site is located outside the Norwalk Harbor 100-year flood plain.

According to the US Global Change Research Program website (<http://www.globalchange.gov/explore/northeast>), as a result of climate change, the northeast region can expect increased temperatures and temperature variability and extreme precipitation events. The website states that “Heat waves, coastal flooding, and river flooding will pose a growing challenge to the region’s environmental, social, and economic systems. This will increase the vulnerability of the region’s residents, especially its most disadvantaged populations. Infrastructure will be increasingly compromised by climate-related hazards, including sea level rise, coastal flooding, and intense precipitation events.” The State of Connecticut Climate Change Summary is attached as Attachment A.

According to FEMA Flood Insurance Rate Map for the City of Norwalk, # 0900120007C, the Site is located within “Zone C” indicating an area of minimal flooding (outside the 100-year floodplain). Therefore, the biggest threat to this Site is from localized stormwater impacts from extreme precipitation events. Other forecasted climate change factors such as sea level rise, storm surge effects, and saltwater intrusion have limited potential to affect the Site in the future given its geographic and topographic location, approximately 108 feet above sea level. According to the forecasted coastal climate change assessments that have been conducted by the City of Norwalk, the Site is not anticipated to be located in the 100-year flood zone by 2070. Ground thaw and freezing and wildfires are also not anticipated to affect the Site.

3. Previous Site Use(s) and Any Previous Cleanup / Remediation

Historical filling activities are suspected to have occurred at the Site and it is listed as a suspected hazardous waste site for dumping of solvents. The Site area was historically developed (circa 1920s to 1960s) with manufacturing facilities, including the South Norwalk Electric Works Facility which is an existing power generating facility located potentially upgradient of the Site.

The property to the north of the Site (along the rail line) was the subject of a large-scale assessment and remediation project funded through the Connecticut Brownfields Program. Incinerator ash from nearby manufacturing facilities had been used to fill this property and it had been used as a rail yard and subsequent staging area for rail cars. The property to the north has been subsequently developed as a police station.

Historical sources also identified a property abutting the Site to the southwest as a former hat manufacturer (circa 1884). A second property also abutting the Site to the southwest was identified on a 1957 Sanborn map as a dry cleaner. A review of available city directories from this time period could not confirm the existence of the dry clean operation but rather identified the business located at 9 Mulvoy Street as a “cleaner and dyer.” Historical sources also identify Corday Tie, a textile manufacturer, located to the east of the Site.

Three (3) areas of the Site, designated as remedial areas 1A, AB, and 2, were previously remediated by the City by soil excavation and off-site disposal in November 2012.

- Remedial Area 1A: Approximately 940 tons of soil impacted with arsenic and PAHs were removed and disposed offsite. Post excavation confirmatory samples were collected, and remedial goals were achieved. The excavation was backfilled following the receipt of confirmatory sample results.

- Remedial Area 1B: Approximately 388 tons of soil impacted with arsenic and PAHs were removed and disposed offsite. Post excavation confirmatory samples were collected, and remedial goals were achieved. The excavation was backfilled following the receipt of confirmatory sample results.
- Remedial Area 2: Approximately 405 tons of soil impacted with arsenic and PAHs were removed and disposed offsite. Post excavation confirmatory samples were collected, and remedial goals were achieved. The excavation was backfilled following the receipt of confirmatory sample results.

II. Site Assessment Findings

1. Phase I Environmental Site Assessment (ESA), Vanasse Hangen Brustlin (VHB), July 2008

The Phase I investigation completed by VHB identified the following environmental concerns for the Site:

- Historical and Current Site Operations. Historical uses of the Site raise the potential for on-Site contamination. Historical railroad operations may have included the handling and potential disposal, dumping, or releases of petroleum, solvents, coal, ash, and other potentially hazardous materials. Reviewed Sanborn Fire Insurance Maps indicate that portions of the Site may have included hat manufacturing. Inorganic chemicals of concern (COCs) associated with historic Site operations include lead, arsenic, chromium, cadmium, mercury, and other metals. Organic COCs include petroleum hydrocarbons, volatile organic compounds, and polynuclear aromatic hydrocarbons (PAHs).
- Potential Filling of the Former On-Site Pond. Historical maps indicate the presence of a former pond that was filled circa 1889. Fill materials may have been impacted with lead, arsenic, mercury, petroleum hydrocarbons, or PAHs.
- Potential Demolition and Filling of Former On-Site Residential Structures. Historical maps indicate the presence of residential structures on the south of the property. These properties were demolished and there is potential for cellars of these structures to have been filled. Fill materials may have been impacted with lead, arsenic, mercury, petroleum hydrocarbons, or PAHs.
- Potential Off-Site Sources. Soil and groundwater impacts have been documented at the South Norwalk Electrics property to the west of the Site and the remediated site to the north. Identified impacts included metals associated with fill materials (e.g., ash, coal, and slag) and petroleum and solvent releases.

2. Phase II ESA, VHB, November 2008

The Phase II investigation consisted of advancing eleven soil boring and the construction of three permanent groundwater monitoring wells. Samples were analyzed for VOCs, PAHs, metals, and extractable total petroleum hydrocarbons (ETPH). Based upon the findings of the Phase II investigation, five release areas were identified on Site. These release areas are described as follows:

- Release Area 1: Concentrations of PAHs, arsenic, and ETPH were reported exceeding applicable remedial criteria in two shallow soil samples. Reported PAH concentrations exceeded the GB PMC, Res DEC, and I/C DEC, reported arsenic concentrations exceeded the Res DEC and I/C DEC and reported ETPH concentrations exceeded the Res DEC. As described above, the two areas of identified soil impacts were remediated as Remediation Areas 1A, 1B, and 2.
- Release Area 2: Concentrations below applicable remedial criteria of VOCs, PAHs, ETPH, and metals were identified during the Phase II investigation at depths of 12 to 16 feet below grade. Identified impacts appear to be related to historical filling of the former pond. Remediation of this Release Area is not required to comply with applicable remedial criteria.
- Release Area 3: Concentrations below applicable remedial criteria of VOCs and metals were identified during the Phase II investigation. A potential source was not identified but remediation of this Release Area is not required to comply with applicable remedial criteria.
- Release Area 4: PAH and metals impacts were identified in the southern portion of the Site. Reported concentrations of copper and arsenic were reported at levels exceeding the GB PMC and Res DEC in shallow soil. Four separate areas are designated for remediation.
- Release Area 5: Levels of VOCs below applicable remedial criteria were reported in groundwater. A potential source was not identified but remediation of this Release Area is not required to comply with applicable remedial criteria.

3. Targeted Brownfields Assessment (TBA), Advanced Environmental Solutions, December 2009

The TBA investigation consisted of advancing twenty-nine soil borings and the construction of seven groundwater monitoring wells. The purpose of the TBA was to more completely delineate the horizontal and vertical extent of the release areas identified in the Phase II ESA. The conclusions of the TBA are summarized as follows:

- Field observations and laboratory analytical results indicate that Release Areas 1, 2, and 5 have been impacted by COCs.
- Concentrations of VOCs in groundwater did not exceed applicable remedial criteria.
- Trace amounts of ash-like material were observed in Release Area 4 in soil borings from approximately 2 feet below grade.

III. Project Goal

As part of the City's ongoing Transit-Oriented Development Program, 30 Monroe Street will be remediated to comply with CT DEEP residential standards. Following the completion of cleanup activities, the property is anticipated to be sold to for reuse and redeveloped by a third party. The cleanup and redevelopment of the Site will revive the neighborhood, invigorate the local economy, provide near-term and long-term employment opportunities, utilize sustainability in its cleanup

and redevelopment, and remove human health and environmental impacts due to contamination of soil at the Site.

IV. Applicable Regulations and Cleanup Standards

1. Cleanup Oversight Responsibility

The City of Norwalk, as the current property owner, will undertake responsibility to remediate contaminated soil prior to the sale of the property. Remedial activities will be overseen by a qualified environmental professional (QEP) who will be responsible for collection of excavation confirmatory samples, reviewing analytical results, and evaluation of backfill analytical data to determine that it complies with the requirements of CT DEEP.

2. Cleanup Standards

The CT DEEP is the state authority that regulates remediation of sites in the State of Connecticut. The Site is not currently regulated by CT DEEP because it is not currently entered within the Property Transfer Program (per Sections 22a-134 through -134e of the Connecticut General Statutes (CGS)) or the Voluntary Remediation Program (per Sections 22a-133x or 22a-133y of the CGS). However, remediation of sites to comply with the RSRs is required by CT DEEP if remedial actions are performed. The remedial goal for the Site is to comply with residential criteria. Remediation will be performed to remove soil impacted with chemicals that exceed the Res DEC and GB PMC.

3. Laws and Regulations

The primary regulation for the remediation to comply with is Section 22a-133k-1 through -3, inclusive, of the RCSA. Additional applicable local, state and federal regulatory requirements will also be adhered to during the performance of the remediation.

V. Evaluation of Cleanup Alternatives

1. Cleanup Up Alternatives Considered

EPA requires that this ABCA includes the evaluation of three (3) remedial alternatives. To address the remediation of impacted soil at the Site, the following three (3) alternatives were considered, including:

- Alternative #1: No Action
- Alternative #2: Capping
- Alternative #3: Excavation/Off-Site Disposal

2. Cost Estimate of Cleanup Up Alternatives

To satisfy EPA requirements, the effectiveness, implementability, and cost of each alternative must be considered prior to selecting a recommended cleanup alternative.

Effectiveness

- Alternative #1: “No Action” is not effective in controlling or preventing the exposure of potential receptors to contamination at the Site.
- Alternative #2: Capping is effective in controlling the exposure of potential receptors to contamination at the Site. However, this alternative will not achieve remedial goals established for the Site if chemicals are left on-site at concentrations exceed residential criteria. In addition, this alternative requires filing an ELUR with the CT DEEP to restrict future site use to Industrial/Commercial purposes.
- Alternative #3: Excavation with off-site disposal of impacted soil followed by backfilling excavations with clean materials is effective in preventing the exposure of potential receptors to contamination at the Site and also meets remedial goals established for the Site.

Implementability

- Alternative #1: “No Action” is easy to implement, since no actions will be conducted.
- Alternative #2: Capping of impacted soil followed by backfilling excavations with clean materials is implementable but does not meet remedial goals established for the Site.
- Alternative #3: Excavation with off-site disposal of impacted soil followed by backfilling excavations with clean materials is implementable and also meets remedial goals established for the Site.

Cost

- Alternative #1: There are no costs associated with this alternative.
- Alternative #2: Capping is performed to minimize risk posed by impacted soil. This alternative involves removal of pavement and excavation to a depth of 27 inches. The site is then restored with 24 inches of clean backfill material and paved with a minimum of three inches of asphalt. Impacted soil beneath the 27-inch cap is rendered “inaccessible” as defined in the RSRs. However, to implement this option and then to redevelop the Site for Industrial/Commercial uses, the property will need to be entered into a Voluntary Remediation Program so that an ELUR can be filed. The approximate cost of implementing this alternative ranges from \$371,000 - \$474,000.
- Alternative #3: The approximate cost to perform excavation of impacted soil to the extent needed to comply with residential standards in the RSRs, backfilling the excavations with clean materials, and then restoring the surface with asphalt ranges from approximately \$547,000 to \$687,000.

3. Recommended Cleanup Up Alternatives

The recommended cleanup alternative is Alternative #3: Excavation/Off-Site Disposal. Alternative #1: No Action, cannot be recommended because it does not address Site risk and does not achieve remedial goals established for the Site. Alternative #2: Capping, while effective

in limiting exposure to site receptors, is not considered to be feasible because it will not achieve residential criteria remedial goals established for the Site.

Additionally, Alternative #3 will utilize opportunities for achieving green remediation goals by using cleaner fuels, diesel emission controls, and/or other emission reduction practices for construction vehicles and other equipment in line with EPA's Clean and Green Cleanup guidelines.

Therefore, Alternative #3: Excavation/Off-Site Disposal is the most cost effective alternative capable of completely removing risk and most feasible option as this remedial option will make site redevelopment easier without the ELUR. In addition, Alternative #3 will utilize opportunities to implement and achieve green remediation goal in accordance with EPA's Clean and Green Cleanup Guidelines. For these reasons, the recommended cleanup alternative is Alternative #3: Excavation/Off-Site Disposal.

Attachment A

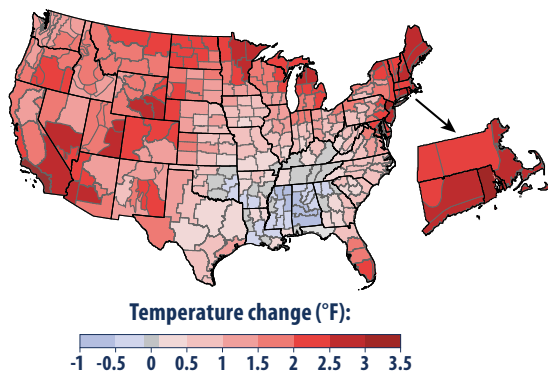
Summary of Climate Change Impacts to Connecticut

What Climate Change *Means for* Connecticut

Connecticut's climate is changing. The state has warmed two to three degrees (F) in the last century. Throughout the north-eastern United States, spring is arriving earlier and bringing more precipitation, heavy rainstorms are more frequent, and summers are hotter and drier. Sea level is rising, and severe storms in-creasingly cause floods that damage property and infrastructure. In the coming decades, changing the climate is likely to increase flooding, harm ecosystems, disrupt farming, and increase some risks to human health.

Our climate is changing because the earth is warming. Since the late 1700s, people have increased the amount of carbon dioxide in the air by 40 percent. Other heat-trapping green-house gases are also increasing. These gases have warmed the surface and lower atmosphere of our planet about one degree during the last 50 years. Evaporation increases as the atmosphere warms, which increases humidity, average rainfall, and the frequency of heavy rainstorms in many places—but contributes to drought in others.

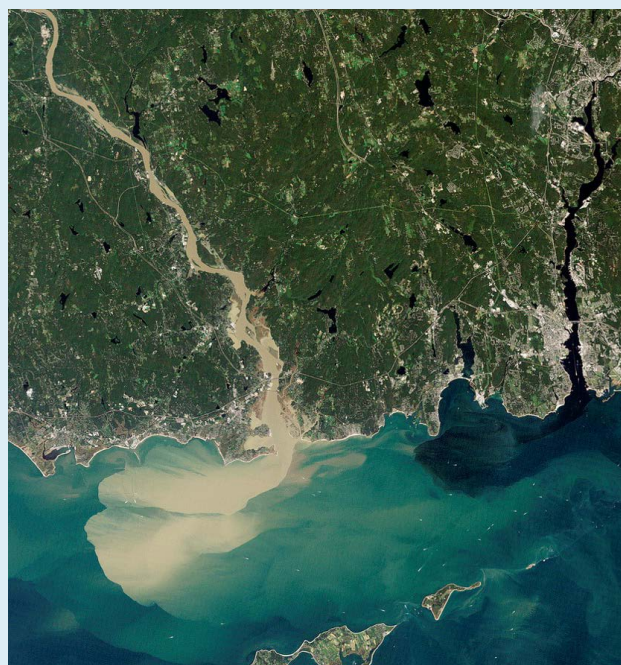
Greenhouse gases are also changing the world's oceans and ice cover. Carbon dioxide reacts with water to form carbonic acid, so the oceans are becoming more acidic. The surface of the ocean has warmed about one degree during the last 80 years. Warming is causing snow to melt earlier in spring, and mountain glaciers are retreating. Even the great ice sheets on Greenland and Antarctica are shrinking. Thus the sea is rising at an increasing rate.



Rising temperatures in the last century. Connecticut has warmed twice as much as the rest of the contiguous 48 states. Source: EPA, Climate Change Indicators in the United States.

Increasing Temperature and Changing Precipitation Patterns

Rising temperatures and shifting rainfall patterns are likely to increase the intensity of both floods and droughts. Average annual precipitation in the Northeast increased 10 percent from 1895 to 2011, and precipitation from extremely heavy storms has increased 70 percent since 1958. During the next century, average annual precipitation and the frequency of heavy downpours are likely to keep rising. Average precipitation is likely to increase during winter and spring, but not change significantly during summer and fall. Rising temperatures will melt snow earlier in spring and increase evaporation, and thereby dry the soil during summer and fall. So flooding is likely to be worse during winter and spring, and droughts worse during summer and fall.



In 2011, Hurricane Irene filled the Connecticut River with muddy sediment as a result of erosion upstream. Heavy storms are becoming more common as a result of climate change. Credit: NASA.

Sea Level Rise, Wetland Loss, and Coastal Flooding

Rising sea level erodes wetlands and beaches and increases damage from coastal storms. Tidal wetlands are inherently vulnerable because of their low elevations, and shoreline development prevents them from migrating inland onto higher ground. Human activities such as filling wetlands have destroyed about one third of New England's coastal wetlands since the early 1800s. Wetlands provide habitat for many bird species, such as osprey and heron, as well as several fish species. Losing coastal wetlands would harm coastal ecosystems and remove an important line of defense against coastal flooding.

Coastal cities and towns will become more vulnerable to storms in the coming century as sea level rises, shorelines erode, and storm surges become higher. Storms can destroy coastal homes, wash out highways and rail lines, and damage essential communication, energy, and wastewater management infrastructure.



Coastal marshes in Old Saybrook and nearby properties are at risk from sea level rise. © James G. Titus; used by permission.

Ecosystems and Agriculture

Changing the climate threatens ecosystems by disrupting relationships between species. Wildflowers and woody perennials are blooming—and migratory birds are arriving—sooner in spring. Not all species adjust in the same way,

however, so the food that one species needs may no longer be available when that species arrives on its migration. Warmer temperatures allow deer populations to increase, leading to a loss of forest underbrush, which makes some animals more vulnerable to predators. Rising temperatures also enable invasive species to move into areas that were previously too cold.

Climate change may also pose challenges for agriculture: Warmer temperatures cause cows to eat less and produce less milk. That could reduce the output of Connecticut's \$70-million dairy industry, which provides 13 percent of the state's farm revenue. Some farms may be harmed if more hot days and droughts reduce crop yields, or if more flooding and wetter springs delay their planting dates. Other farms may benefit from a longer growing season and the fertilizing effect of carbon dioxide.

Human Health

Changes in temperature and precipitation could increase the incidence of acute and chronic respiratory conditions such as asthma. Higher temperatures can increase the formation of ground-level ozone (smog), a pollutant that can contribute to respiratory problems. Rising temperatures may also increase the length and severity of the pollen season for plants such as ragweed—which has already been observed in other regions. Certain people are especially vulnerable, including children, the elderly, the sick, and the poor.

The risk of some diseases carried by insects may also increase. The ticks that transmit Lyme disease are active when temperatures are above 45°F, so warmer winters could lengthen the season during which ticks can become infected or people can be exposed to the ticks. Higher temperatures would also make more of New England warm enough for the Asian tiger mosquito, a common carrier of West Nile virus. The number of cases may or may not increase, depending on what people do to control insect populations and avoid insect bites.

		17369	PY45-AAP Substantial Amendment	1	Jun 25, 2020	Published	ACTIONS
		17370	Legal Notice for 5-day public comment of funding (CDBG-CV)_BB	0	Jun 25, 2020	Published	ACTIONS
		17371	Legal Notice for 5-day public comment of funding (CDBG-CV) PDF	1	Jun 25, 2020	Published	ACTIONS
		17741	Norwalk Redevelopment Agency 7-15-2020 Regular Meeting Packet	0	Jul 13, 2020	Published	ACTIONS
		17748	Norwalk Redevelopment Agency Regular Meeting Package 7-15-2020	0	Jul 14, 2020	Published	ACTIONS
		17848	Norwalk Redevelopment Agency Board Regular Meeting July 15, 2020	0	Jul 21, 2020	Published	ACTIONS
		18080	Norwalk Redevelopment Agency Meeting Cancellation Notice 8-11-20	0	Aug 10, 2020	Published	ACTIONS
		18236	Norwalk Redevelopment Agency Special Meeting Agenda 08/25/20	1	Aug 24, 2020	Published	ACTIONS
		18313	Norwalk Redevelopment Agency Meeting Cancellation Notice 9-8-20	0	Sep 3, 2020	Published	ACTIONS
		19163	CARES Act CDBG-CV R3 Application WORD	1	Oct 2, 2020	Published	ACTIONS
		19164	CARES Act CDBG-CV R3 Application PDF	1	Oct 2, 2020	Published	ACTIONS
		19165	CDBG-CV Notice of Funds Available - Norwalk Redevelopment Agency WORD	1	Oct 2, 2020	Published	ACTIONS
		19166	CDBG-CV Notice of Funds Available - Norwalk Redevelopment Agency PDF	1	Oct 2, 2020	Published	ACTIONS
		19623	FY21 EPA Brownfield Cleanup Grant Application Public Meeting Notice	0	Oct 9, 2020	Published	ACTIONS

 **CORONAVIRUS**

Coronavirus Information
Click here for more information

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[LINK] Agency Website

Meetings & Committees

[DRAFT] Mission - Objectives -
Services - Programs

Plans & Studies

Programs & Services

[HIDDEN] Tiger

[DRAFT] What We Do - Who We
Are - How We Help

[DRAFT] Innovation District

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 Redevelopment Agency

Services

At the Norwalk Redevelopment Agency, all of our energies and resources go into enhancing the physical, economic, and social environment of the Norwalk community.

We work here. We live here. We're proud of - and know firsthand - Norwalk's present advantages and future opportunities.

Notices

- o The Wall Street - West Avenue Neighborhood Plan was approved on March 13th, 2019. The Plan is [available here](#) as well as in hard copy at the Norwalk Redevelopment Agency located at 3 Selden Avenue Norwalk, CT 06850. The Plan consolidates, updates, and replaces the previous Wall Street Redevelopment Plan as well as the West Avenue Redevelopment Plan.
- o The Notice of Funding Availability (NOFA) and application for CARES Act (CDBG-CV Round 3) funding are available at <https://www.norwalkct.org/1422/Community-Development-Block-Grant>
- o The Norwalk Redevelopment Agency invites the public to comment on our draft application to the EPA Brownfields Cleanup Grant. Additional details are found in the provided link. [FY21 EPA Brownfield Cleanup Grant Public Meeting Notice](#).

Resources

- [THE SONO COLLECTION - EXTERIOR FACADE MATERIAL OPTIONS](#)
- [THE SONO COLLECTION - EXTERIOR SIGNAGE MANUAL](#)
- [Whistleville / Lexington Avenue Historic Preservation Strategy \(September 2015\)](#)
- [Meetings and Committees](#)
- [Greater Norwalk Ten Year Plan to Prevent and End Homelessness](#)
- [Resources & Guidelines, Historic Preservation in Norwalk \(July 1980\)](#)
- [DRAFT Parking Plan \(December 2012\)](#)
- [Connectivity Masterplan \(March 2012\)](#)

FY21 EPA BROWNFEILDS CLEANUP GRANT APPLICATION PUBLIC COMMENT HEARING NOTICE

Interested parties are invited to review and comment on the Norwalk Redevelopment Agency's application for the FY21 EPA Brownfields Cleanup Grant. A draft application to the EPA seeking EPA Brownfields Cleanup Grant funding and the associated Analysis of Brownfields Cleanup Alternatives (ABCA) for the South Norwalk Train Station at 30 Monroe Street, Norwalk, CT 06854, will be available for public review online at the below link:

<https://www.norwalkct.org/652/Redevelopment-Agency>

In order to practice social distancing during the Covid 19 pandemic, a virtual public meeting will be held on **Thursday, October 22, 2020 at 12:00 PM** to receive public comments and feedback. Comments may also be submitted via email to Jhopkins@norwalkct.org and will be accepted if received before October 22 at 12:00 PM. Subject lines should read "EPA Application Comment" and should include the commenters name and brief description of the commenter's stake in Norwalk. Comments will be incorporated into the application submission.

Zoom Link and Password

<https://zoom.us/j/92646069092?pwd=Y2xvVHo1dTZvc1JmOFM1bDIJVVo2dz09>

Meeting ID: 926 4606 9092
Passcode: NRAEPA

South Norwalk Brownfields Cleanup Grant Discussion

October 22, 2020

Meeting Summary

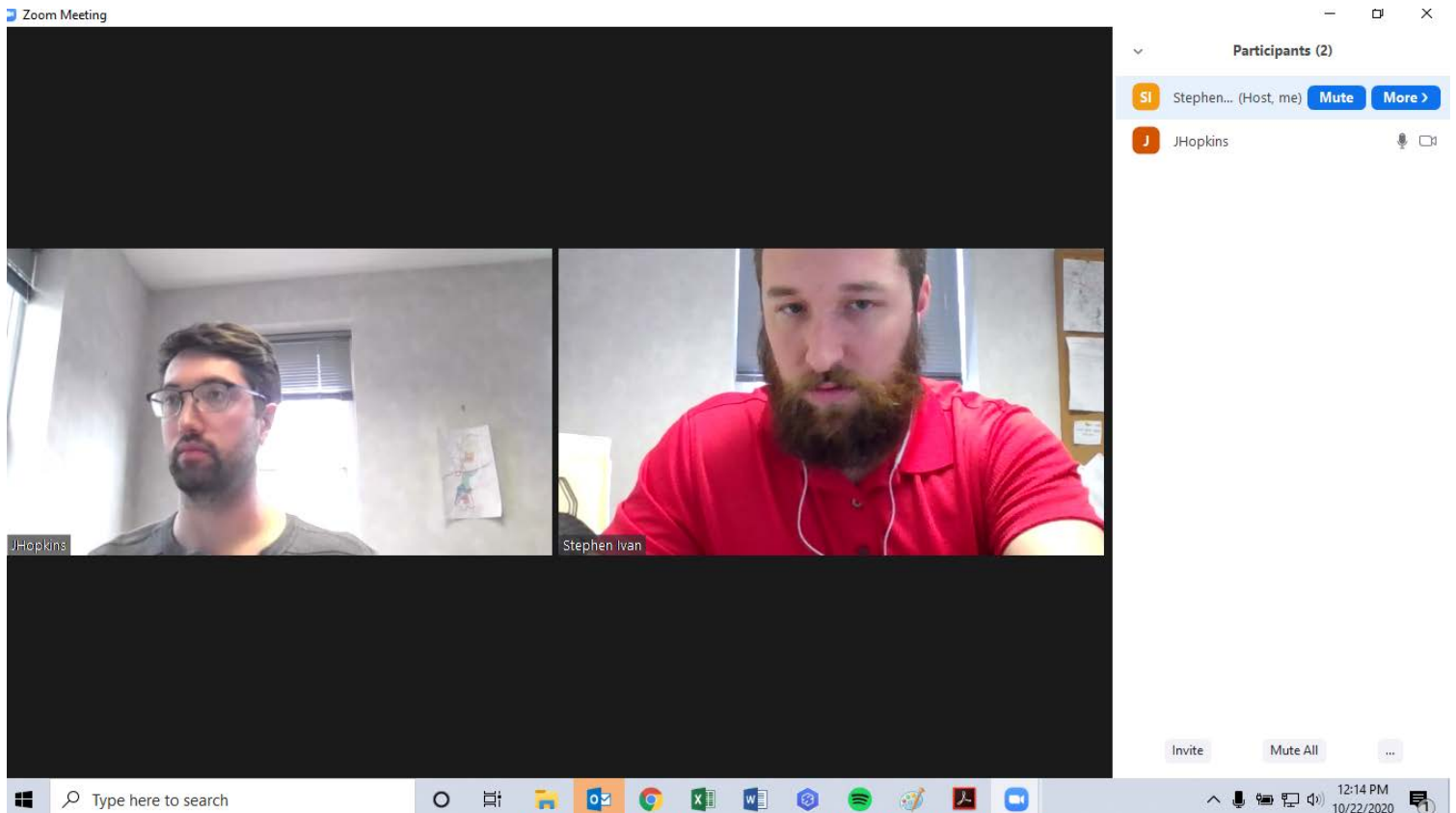
Jonathan Hopkins, Norwalk Redevelopment Agency's Director of Program Development, and Stephen Ivan, the Agency's Housing Development Project Manager, hosted a meeting on October 22, 2020 via a public virtual meeting. The meeting was public noticed on Norwalk's web site, as is customary practice (see attached). The draft application and Analysis of Brownfields Cleanup Alternatives was available prior to the meeting online. The meeting started at 12:00pm and closed at 12:30pm. No members of the public attended the meeting. As such, no comments were received or responded to by the applicant.

Meeting Minutes

The meeting began at 12:00pm

After no members of the general public joined the meeting, the public meeting was ended.

The meeting ended at 12:30pm





STATE OF CONNECTICUT

DEPARTMENT OF REVENUE SERVICES



Frederic Gilden
City Of Norwalk
125 East Ave
Norwalk, CT 06851

Dear Colleague:

I am pleased to provide your agency or municipality with a Connecticut State Agency Tax Exemption Number. This certificate issued by the Department of Revenue Services (DRS) will serve as evidence that your agency or municipality is exempt from Connecticut sales and use taxes on the purchase or lease of tangible personal property and services, except for meals and lodging. Qualifying state agencies or municipalities still must get advance DRS approval for sales and use tax exemptions for meals and lodging.

Tax Exemption Numbers are issued only to Connecticut state agencies or certain municipalities. DRS does not assign tax exempt numbers to agencies of the United States government. (See **Policy Statement 2010(7)**, *Tax Exempt Purchases by Connecticut State Agencies and Municipalities*.)

DRS issues Tax Exemption Numbers to state government agencies or certain municipalities to verify the agency or municipality's tax-exempt status when making purchases. Use your Tax Exemption Number when completing **CERT-134**, *Exempt Purchases by Qualifying Governmental Agencies*.

For information on Tax Exemption Number policy, see PS 2010(7), on the DRS web site at www.ct.gov/DRS or call the DRS Taxpayer Services Division at 860-297-5962. As always, I welcome your comments and suggestions. Feel free to e-mail DRS at drs@po.state.ct.us

Sincerely,

Kevin B. Sullivan, Commissioner

OR-295 (Rev. 01/11)

OR-295 (Rev. 01/11)

NOT TRANSFERABLE or ASSIGNABLE

STATE OF CONNECTICUT
DEPARTMENT OF REVENUE SERVICES
25 Sigourney Street, Hartford CT 06106-5032

Connecticut State Agency/Municipality
Tax Exemption Number

City Of Norwalk
125 East Ave
Norwalk, CT 06851

Tax Exemption Number

July 12, 2011

Date Issued

Kevin B. Sullivan
Commissioner

The Connecticut State Agency or Municipality named on this certificate is exempt from Connecticut sales and use taxes on the purchase or lease of tangible personal property and services, except for meals and lodging. This permit is issued pursuant to Conn. Gen. Stat. §12-412(1)(A).



TO ALL PEOPLE TO WHOM THESE PRESENTS SHALL COME, GREETING:

KNOW YE, that GEORGE P. BAKER, RICHARD C. BOND, JERVIS LANGDON, JR. and WILLARD WINTZ, Trustees of the Property of PENN CENTRAL TRANSPORTATION COMPANY, DEBTON, having an office at Six Penn Center Plaza, Philadelphia, Pennsylvania 19104,

hereinafter referred to as the Grantor, for the consideration of \$175,000.00

received to its full satisfaction of CITY OF NORWALK, a Municipal Corporation of the State of Connecticut in the County of Fairfield,

hereinafter referred to as the Grantee, DOES HEREBY REMISE, RELEASE AND QUITCLAIM unto said Grantee, the heirs or successors and assigns of the said Grantee forever, all the right, title, interest, claim and demand whatsoever as the said Grantor has or ought to have in and to the premises described in Schedule "A" attached hereto and made a part hereof.

No Conveyance Tax Collected

Mark S. Ireland

Town Clerk of Norwalk

SCHEDULE "A"

ALL THOSE TWO PARCELS of land, with the buildings thereon erected, situate in the City of Norwalk, County of Fairfield and State of Connecticut, separately bounded and described as Parcel No. 1 and Parcel No. 3 as follows, viz:

PARCEL NO. 1

BEGINNING at a point in the southerly line of Monroe Street distant 41.54 feet measured northwestwardly at right angles from the monumented four track center line of the railroad of Penn Central Transportation Company leading from New York, New York, to New Haven, Connecticut;

EXTENDING from said beginning point the following eighteen courses and distances, the first five thereof being by remaining land of Penn Central Transportation Company: (1) S. 34° 46' 28" W., parallel with said monumented center line, 338.906 feet; (2) S. 55° 13' 32" E., 6.00 feet to a point distant 35.54 feet measured northwestwardly at right angles from said monumented center line; (3) S. 34° 46' 28" W., parallel with said monumented center line, 205.00 feet; (4) N. 55° 13' 32" W., 6.00 feet to a point distant 41.54 feet measured northwestwardly at right angles from said monumented center line; (5) S. 34° 46' 28" W., parallel with said monumented center line, 519.458 feet to the easterly line of Spring Street; thence the following three courses and distances along said line of Spring Street: (6) N. 11° 23' 00" E., 75.35 feet; (7) N. 6° 56' 40" E., 78.58 feet; (8) N. 3° 54' 05" E., 152.32 feet to land now or formerly of Second Taxing District; thence the following four courses and distances by said last mentioned land: (9) S. 87° 19' 22" E., 69.57 feet; (10) N. 35° 06' 58" E., 70.56 feet; (11) N. 44° 41' 39" E., 66.10 feet; (12) N. 3° 22' 28" E., 34.99 feet; thence (13) Northeastwardly, being by said last mentioned land, along the easterly extremity of State Street and by land now or formerly of the City of Norwalk, on a curve to the right having a radius of 598.69 feet, the chord of which bears N. 32° 40' 28" E. for a length of 253.22 feet, the arc distance of 255.15 feet; thence the following four courses and distances by said land now or formerly of the City of Norwalk: (14) N. 3° 26' 15" E., 59.203 feet; (15) N. 63° 12' 38" E., 112.86 feet; (16) N. 34° 31' 51" E., 90.55 feet; (17) N. 1° 58' 13" E., 40.00 feet to said southerly line of Monroe Street; and thence (18) S. 87° 51' 37" E., along said line of Monroe Street, 119.50 feet to the place of beginning.

CONTAINING 93,990 square feet, \pm , or 2.1577 acres, \pm .

PARCEL NO. 3

BEGINNING at a point in the southerly line of Monroe Street distant 41.68 feet measured southeastwardly at right angles from the monumented four track center line of the railroad of Penn Central Transportation Company leading from New York, New York, to New Haven, Connecticut;

EXTENDING from said beginning point the following seventeen courses and distances: (1) S. 87° 51' 37" E., along said southerly line of Monroe Street, 68.53 feet to the westerly line of land now or formerly of Michael Urao; thence (2) S. 20° 32' 22" W., by said last mentioned land, 218.19 feet to the northerly line of land now or formerly of Laurel Athletic Club, Inc; thence the following four courses and distances by said last mentioned land: (3) N. 86° 47' 51" W., 24.863 feet; (4) S. 20° 03' 50" W., 9.56 feet; (5) S. 0° 55' 20" W., 40.40 feet; and (6) S. 1° 47' 30" W., 21.76 feet to the northwesterly corner of land now or formerly of Nora Inc.; thence (7) S. 3° 24' 43" W., by said last mentioned land, 73.00 feet to the northwesterly corner of land now or formerly of Evelyn Romano Dattalo; thence (8) S. 4° 16' 33" W., by said last mentioned land and by other land now or formerly of Nora Inc., 178.90 feet to a corner of land now or formerly of Joseph Falcone, Jr., and J. Richard Fay; thence the following two courses and distances by said last mentioned land: (9) N. 87° 39' 07" W., 88.00 feet; and (10) S. 4° 07' 03" W., 162.73 feet to the northerly line of Burbank Street; thence (11) N. 86° 08' 27" W., along said line of Burbank Street and by land now or formerly of Dominick Cocchia, 283.67 feet; thence the following six courses and distances by remaining land of Penn Central Transportation Company: (12) N. 27° 04' 30" E., 174.38 feet to a point distant 39.39 feet measured southeastwardly at right angles from said monumented center line; (13) N. 34° 46' 28" E., parallel with said

SCHEDULE "A" (Continued)

monumented center line, 158.27 feet; (14) N. 55° 13' 32" W., 3.56 feet to a point distant 35.83 feet measured southeastwardly at right angles from said monumented center line; (15) N. 34° 46' 28" E., parallel with said monumented center line, 190.596 feet; (16) S. 55° 13' 32" E., 5.85 feet to a point distant 41.68 feet measured southeastwardly at right angles from said monumented center line; and (17) N. 34° 46' 28" E., parallel with said monumented center line, 276.305 feet to the place of beginning.

CONTAINING 128,376 square feet, \pm , or 2.9471 acres, \pm .

TOGETHER with the former Railway Express Agency building and both passenger station buildings and the building and platform canopies appurtenant thereto located on the parcels of land hereinbefore described, with the right, privilege, easement and obligation to own, maintain and repair those portions of said canopies which encroach on the adjoining land of said Grantor for so long as said buildings and canopies shall stand and with the right, privilege and easement of entering upon the adjoining land of the said Grantor for the purpose of maintaining, repairing, renewing or removing said canopies, which right of entry shall be at such time and in such manner as may be approved by the Chief Engineer of the Grantor or his duly authorized representative.

SUBJECT, however, to the state of facts disclosed by survey made by Bryan Associates, Norwalk, Connecticut, dated October 9, 1969, entitled "Map of South Norwalk Railroad Station Property Located at South Norwalk, Conn. Prepared For City of Norwalk, Scale 1" = 40', October 9, 1969," and to be filed simultaneously herewith, reference thereto being had and made for a more particular description of the premises.

TOGETHER with any right, title and interest of the Grantor to have fences on adjoining properties maintained by adjoining land owners as may appear of record.

RESERVING, however, unto the said Grantor:

- (A) All existing railroad facilities, including catenary bridges, columns and supports and the wires and cables suspended therefrom and all tracks, platforms and appurtenances, including signal and communication lines and equipment and all subsurface footings lying within said Parcels Numbers 1 and 3 hereinbefore described; together with the right to use and maintain same and to enter upon said Parcels Numbers 1 and 3 hereinbefore described for the purpose of inspecting, operating, maintaining, repairing, replacing, renewing and removing same; it being understood and agreed by and between the parties hereto that in the event the Grantee, at any time in the future, in connection with its use of said property, desires the relocation of any of said facilities, said relocation shall be done by said Grantor, if deemed practical insofar as its continued operation of railroad is concerned, at the sole cost and expense of the said Grantee;
- (B) Certain space presently used for and enjoyed as waiting rooms, ticket and baggage offices in the existing station buildings constructed upon Parcels Numbers 1 and 3 hereinbefore described, or any replacement thereof, together with the right of access thereto which right includes, in addition to access to and from said stations and platforms, access to and from the stairways and tunnel under the adjoining land and railroad of the said Grantor, said space being as follows:
1. Westbound Station - (erected upon Parcel Number 1 hereinbefore described)
 - (a) 1,500 square feet of heated waiting room space with male and female toilets (non-exclusive use)
 - (b) 240 square feet of heated ticket office space (exclusive use)
 - (c) 145 square feet of heated baggage room space (exclusive use)
 2. Eastbound Station - (erected upon Parcel Number 3 hereinbefore described)
 - (a) 600 square feet of unheated waiting room space (non-exclusive use);
- it being understood and agreed by and between the parties hereto that said space will be provided in the existing station buildings or in any replacement thereof, without any cost or expense to said Grantor either for rent, real estate taxes or maintenance (structural or building service); it being further understood and agreed by and between the parties hereto that said Grantor will only be responsible for the custodial care, heating, lighting and water for that part of the interior of said stations used exclusively and then only if such services are separately metered, which metering shall be installed at the cost and expense of the said Grantee; it being further understood and agreed by and between the parties hereto that, in the event said stations are demolished by the said Grantee or destroyed, the said Grantee will provide, in advance in the case of demolition, without cost or expense to said Grantor, equivalent temporary and/or new station facilities, the use of which shall be enjoyed under the same terms and conditions governing the use of the existing stations, the design and location of which shall be to the reasonable satisfaction of said Grantor.
- (C) All income from poster advertising now situate along the tracks, platforms and buildings including inside the station buildings, together with the right to install and maintain the same at the existing locations or suitable alternate locations, and also the right for the Union News and Bootblack operations, as well as the parcel lockers, including the income therefrom;
- (D) All income from The Connecticut Light and Power Company's wires, whether covered by lease as at present or by any other instrument or any extension thereof; it being understood and agreed by and between the parties hereto that nothing will be done in connection with the Grantee's use of the premises hereby relinquished that will interfere with The Connecticut Light and Power Company's wires or equipment or those of said Grantor and that any construction or the location of any facility in the vicinity of said wires or equipment will be constructed or placed at distances (clearance) as provided by the National Electric Safety Code.

AND the said Grantor, for the consideration aforesaid, DOES HEREBY GRANT unto said Grantee, the successors and assigns of the said Grantee, the perpetual right, liberty and privilege to use, for itself and for its agents, employees, tenants, lessees, licensees, patrons and all other persons having business with it, in common with the said Grantor and its agents, employees, tenants, lessees, licensees, patrons and all other persons having business with it, the existing pedestrian tunnel extending under the adjoining land and railroad of the said Grantor lying between the parcels of land hereinbefore described containing 93,990 square feet, \pm , or 2.1577 acres, \pm ; and 128,376 square feet, \pm , or 2.9471 acres, \pm , respectively; it being expressly understood and agreed by and between the parties hereto that the said Grantee will, at all times in the future, clean, maintain and repair said tunnel at its sole cost and expense.

THIS INSTRUMENT is executed, delivered and accepted upon the understanding and agreement:

~~that the said Grantor shall not be liable or obligated to construct or maintain any fence between the land hereinbefore described and land of the said Grantor adjoining the same; or be liable or obligated to pay for any part of the cost or expense of constructing or maintaining such a fence or any part thereof; or be liable for any compensation for any damage that may result by reason of the non-existence of such a fence;~~

(a) that the said Grantee shall not have or assert to have any claim or demand whatsoever for compensation for damages, whether said damages be direct or consequential, to the land hereinbefore described or to any buildings or improvements now or hereafter erected thereon, or to the contents thereof, which may be caused by the operation, maintenance, repair or renewal of Grantor's railroad or which may be caused by vibration resulting from the operation, maintenance, repair or renewal thereof; and the said Grantee hereby expressly releases the said Grantor from liability for any such damages;

~~that the said Grantee shall not at any time hereafter ask, demand, recover or receive any compensation whatever for any damage which may be caused by the sliding of any part of the adjoining railroad embankment of the said Grantor, or by the draining or seeping of water therefrom upon or into the land hereinbefore described or upon or into anything which may be erected or placed thereon;~~

that the said Grantor shall not be liable or obligated to provide lateral support for the surface of the land hereinbefore described or any part thereof; and that the said Grantee shall not, at any time hereafter, ask, demand, recover or receive any compensation whatever for any damage that may be caused by the sliding of any part of the slope or embankment supporting the surface of the land hereinbefore described on the ~~and shall use due diligence to prevent the drainage or seepage of water or the precipitation of snow or ice or anything whatever from the land hereinbefore described on to or upon the remaining land of the said Grantor or on to or upon any part thereof;~~

that in the event the tracks of the railroad of the Grantor are elevated or depressed, or the grades of any streets, avenues, roads, lanes, highways or alleys over the said railroad in the vicinity of the land hereinbefore described are changed so that they shall pass overhead or underneath the said tracks and railroad, or in the event any grade crossing is vacated and closed, the said Grantee, as owner of the land hereinbefore described, shall not ask, demand, recover or receive any compensation whatsoever for any damage of whatsoever nature caused by or in any manner growing out of the separation or change of grades of said railroad and/or said streets, avenues, roads, lanes, highways or alleys or out of the vacation and closing of any grade crossing;

that a right or means of ingress, egress or passageway to or from the land hereinbefore described is not hereby granted, specifically or by implication, and that the said Grantor shall not and will not be liable or obliged to obtain for the said Grantee such means of ingress, egress or passageway and also that the said Grantee will obtain a means of access to and from the said land at his or its own cost and expense.

(b) that should a claim adverse to the title hereby quitclaimed be asserted and/or proved, no recourse shall be had against said Grantor herein.

TO HAVE AND TO HOLD the premises, with all the appurtenances, unto the said Grantee, the heirs or successors and assigns of the said Grantee, forever, so that neither the Grantor nor its successors nor any other person under it or them shall hereafter have any claim, right or title in or to the premises or any part thereof, but therefrom it is and they are by these presents forever barred and excluded; EXCEPT as aforesaid.

THE words "Grantor" and "Grantee" used herein shall be construed as if they read "Grantors" and "Grantees", respectively, whenever the sense of this instrument so requires and whether singular or plural, such words shall be deemed to include in all cases the heirs or successors and assigns of the respective parties.

IN WITNESS WHEREOF, the Grantor has caused this instrument to be executed this 23rd day of March, 1971.

Signed, sealed and delivered in the presence of:

W. A. Haring
ASSISTANT SECRETARY
W. A. Haring
V. H. Barlow
V. H. Barlow

George P. Baker (SEAL)
Richard C. Bond (SEAL)
Jervis Langdon, Jr. (SEAL)
Willard Wirtz (SEAL)

TRUSTEES OF THE PROPERTY OF
PENN CENTRAL TRANSPORTATION COMPANY,
DEBTOR

COMMONWEALTH OF PENNSYLVANIA)
COUNTY OF PHILADELPHIA)

Philadelphia, Pa. April 1, 1971.

Personally appeared GEORGE P. BAKER, RICHARD C. BOND, JERVIS LANGDON, JR. and WILLARD WIRTZ, Trustees as aforesaid, signers and sealers of the foregoing instrument and acknowledged the same to be their free act and deed as such Trustees, before me.

William J. Griebel
Notary Public
WILLIAM J. GRIEBEL
Notary Public, Philadelphia, Pennsylvania
My Commission Expires Aug 26, 1972

Received for Record APR 15 1971 at 10:35 a. M. and recorded by Malcolm B. Ireland
Town Clerk

Application for Federal Assistance SF-424

* 1. Type of Submission:

- ☐ Preapplication
☒ Application
☐ Changed/Corrected Application

* 2. Type of Application:

- ☒ New
☐ Continuation
☐ Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received:

10/27/2020

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name:

Norwalk Redevelopment Agency

* b. Employer/Taxpayer Identification Number (EIN/TIN):

* c. Organizational DUNS:

7830964020000

d. Address:

* Street1:

3 Belden Avenue

Street2:

* City:

Norwalk

County/Parish:

Fairfield County

* State:

CT: Connecticut

Province:

* Country:

USA: UNITED STATES

* Zip / Postal Code:

06850-3303

e. Organizational Unit:

Department Name:

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

Mr.

* First Name:

Jonathan

Middle Name:

* Last Name:

Hopkins

Suffix:

Title: Director of Program Development

Organizational Affiliation:

* Telephone Number:

2038548710

Fax Number:

* Email: jhopkins@norwalkct.org

Application for Federal Assistance SF-424

* 9. Type of Applicant 1: Select Applicant Type:

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

Environmental Protection Agency

11. Catalog of Federal Domestic Assistance Number:

66.818

CFDA Title:

Brownfields Assessment and Cleanup Cooperative Agreements

* 12. Funding Opportunity Number:

EPA-OLEM-OBLR-20-07

* Title:

FY21 GUIDELINES FOR BROWNFIELD CLEANUP GRANTS

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

SoNo Train Station Remediation Project - 30 Monroe Street, Norwalk, CT

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424**16. Congressional Districts Of:*** a. Applicant * b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:* a. Start Date: * b. End Date: **18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="500,000.00"/>
* b. Applicant	<input type="text" value="100,000.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="600,000.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- ☐ a. This application was made available to the State under the Executive Order 12372 Process for review on .
- ☒ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☐ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**☐ Yes ☒ No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title: * Telephone Number: Fax Number: * Email: * Signature of Authorized Representative: * Date Signed: